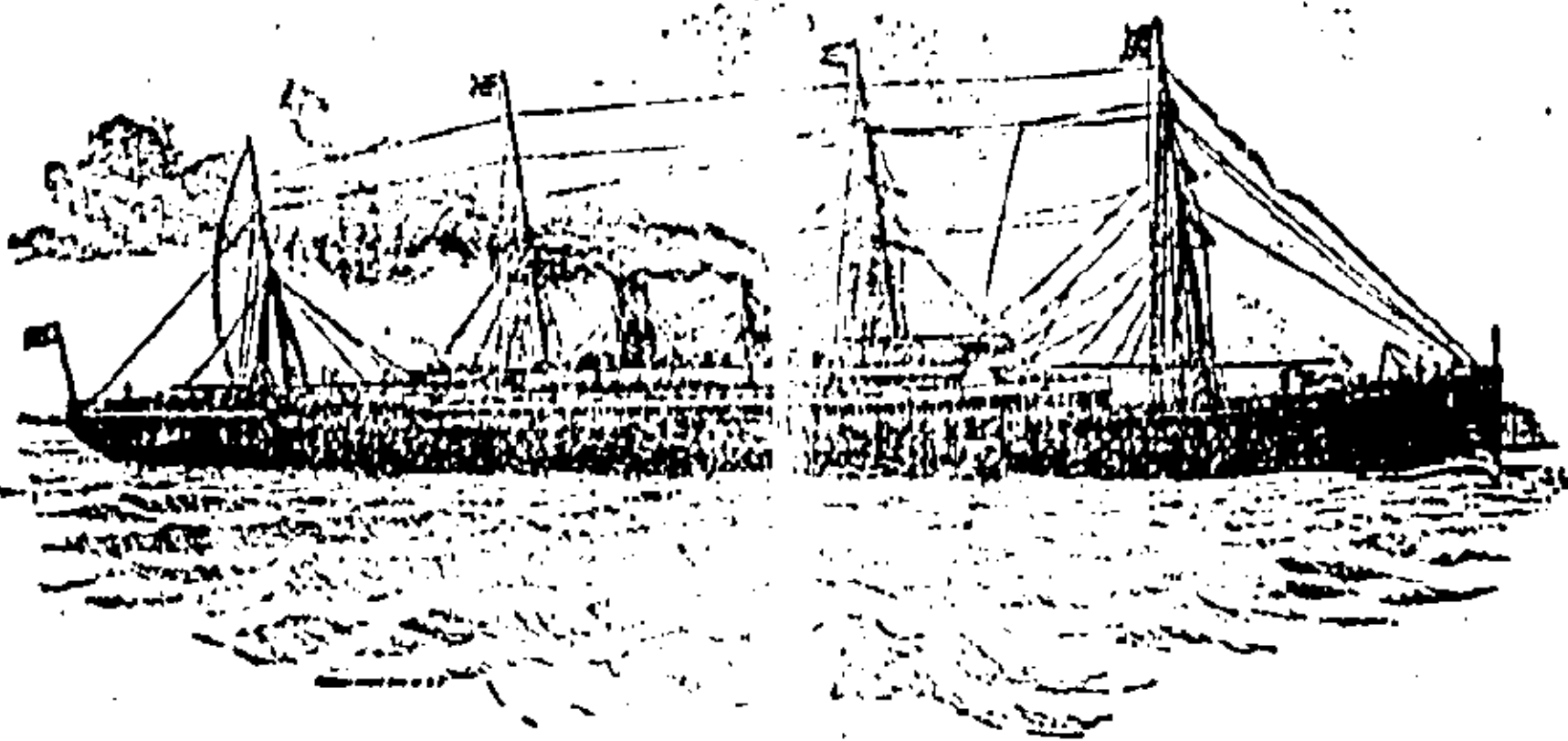


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons.	WEDNESDAY, 25th May, at Daylight.
"GAELIC"	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA"	"	THURSDAY, 10th June, at Noon.
"CHINA"	5,000 "	TUESDAY, 28th June, at Noon.
"DORIC"	4,784 "	SATURDAY, 9th July, at Noon.
"SIBERIA"	11,284 "	THURSDAY, 21st July, at Noon.
"OPTIC"	4,352 "	TUESDAY, 2nd August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P.M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via MACAO, AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 25th May, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point enroute.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular services, and European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic Ports, and to the United States via Overland Railway, to Havana, Trinidad, and Demerara, and to South America, by the Companies' and connecting Steamships.

FEATURES OF THIS LINE

The largest and stadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information apply to the Agents of the Companies, Queen's Building.

Hongkong, 19th May, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamship—3,500 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st June.

"EMPRESS OF INDIA" ... 6,000 " ... WEDNESDAY, 22nd June.

"EMPRESS OF JAPAN" ... 6,000 " ... WEDNESDAY, 13th July.

"ATHENIAN" ... 2,440 " ... WEDNESDAY, July 20th.

"EMPRESS OF CHINA" ... 6,000 " ... WEDNESDAY, 3rd August.

"TARTAR" ... 4,425 " ... WEDNESDAY, 10th August.

Hongkong to London, 1st Class ... via St. Lawrence 260. Via New York 262.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail ... £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS; and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage apply to

Hongkong, 21st May, 1904.

C. ADDOCK Acting General Agent, 9, Pedler's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEBOW, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
STRASSBURG	HAVRE and HAMBURG.	31st May.	Freight and Passengers.
Madsen	(Calling at S'PORE, PENANG & COLOMBO).		
SEGOVIA	HAVRE, BREMEN and HAMBURG.	14th June.	Freight.
Förck	(Calling at S'PORE, PENANG & COLOMBO).		
BATAVIA	HAVRE and HAMBURG.	28th June.	Freight.
Dampwolf	(Calling at S'PORE, PENANG & COLOMBO).		
NURNBERG	HAVRE and HAMBURG.	6th July.	Freight.
Jaburg	(Calling at SINGAPORE and PENANG).		
C. FERD LAEISZ	HAVRE and HAMBURG.	26th July.	Freight.
Sachs	(Calling at S'PORE, PENANG & COLOMBO).		
BADENIA	HAVRE and HAMBURG.	10th August.	Freight.
Roerden	(Calling at S'PORE, PENANG & COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 19th May, 1904.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 1st January, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

DR. M. H. CHAUN,
27, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, and January, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	W. A. Valentine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.	Captain H. D. Jones.
------------------	-------------	----------------------

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,119 tons.	Captain T. Hamlin.
-----------------	-------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons.	Captain J. Wilcox.
"NANNING"	569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th May, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4, 10E HOUSE STREET,
Between Queen's Road and Des Vœux Road.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG

THE Undersigned AGENTS of the above
Company are prepared to accept first
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

Hongkong, 12th May, 1904.

For Sale.

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE,
THE PEAK

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 20th May, 1904.

FOR SALE.

STEAM LAUNCHES, New or Second-
hand.

For Particulars, apply to

RITCHIE & Co.,
39, Des Vœux Road.

Hongkong, 17th May, 1904.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,

CHIMNEYS,
GLOBES,
SHADES, &c.,

for
GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

54, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

ESPECIAL OLD TOM GIN.

Marshall and
Elvy's

Hongkong, 11th May, 1904.

DOUBLY DISTILLED
AND OF
MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,
Des Vœux Road.

Hongkong, 11th May, 1904.

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the highest Class AERATED
WATERS in the Far East on account of
their High Class Machinery and also of
the superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCHLIFFE, L. MITED, Aerated Water
Engineers and Chemists, Manchester, visited
our factory recently in the course of a tour
amongst Eastern Aerated Water Makers, and
was greatly surprised at the compactness of our
factory and also the methodical way in which
everything pertaining to the making of Aerated
Waters was carried out. He also expressed him-
self strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior
to a great many. He also reported that the
quality of our goods was of a first class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.

Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point, Tel. 357.
Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.

Hongkong, 20th May, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE 3s.6d. per case of 48 bottles (quarts
or 9.6d. pints).

Special Prices for Quantities.

Sole Agents—

STERN & CO.,

Hongkong, 12th May, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[52]

GO TO THE
KOWLOON HOTEL,
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

OCCIDENTAL HOTEL.
KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[637]

Intimations.

WEI-HAI-WEI SCHOOL.

EDUCATION under IDEAL CLIMATIC
and SANITARY CONDITIONS.
TUITION by experienced and qualified
Masters.

Sons of Europeans prepared for entrance to
public schools of England, or Commercial Life
in the East.

The new School-house is splendidly situated.
Healthy Out-door Life; Sea-bathing; Boat-
ing.

School re-opens for the Summer Term on
8th May.

H. L. BEER, L.C.P.,
Headmaster.

J. W. FALL, B.A.,
Assistant-master.

May 19th, 1904.

[636]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
AND GENERAL COMMISSION
AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUEUR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES

Hongkong, 1st December, 1903.

Intimations.

BANK HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on 23rd and 24th instant, "WHIT MONDAY" and "VICTORIA DAY," respectively.

Hongkong, 17th May, 1904. [625]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

WHITSUNTIDE HOLIDAYS.

IT is hereby notified that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY and TUESDAY Next, the 23rd and 24th instant.

By Order,

A. R. LOWE,

Secretary.

Hongkong, 20th May, 1904. [642]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 2, Connaught Road, at NOON, on WEDNESDAY, the 1st June, for the purpose of receiving the Report of the Directors with a Statement of Accounts to 30th April, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th inst. to 1st June, both days inclusive.

EDWARD OSBORNE,

Secretary.

Hongkong, 18th May, 1904. [633]

THE ROBINSON PIANO

Co., Ltd.,

INVITE INSPECTION OF SOME

SPECIALLY FINE SAMPLES

OF

UPRIGHT PIANOS

RACHALS, STUART,

&c., &c., &c.,

— AND —

BABY-GRANDS,

BY

WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 13th May, 1904. [39]

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1]

MEE CHEUNG, PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Ice House Road.

Now is a good time, in his New and Com. modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS

speciality.

Hongkong, 15th September, 1904. [55]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

ON

TUESDAY, AND WEDNESDAY,

the 24th and 25th May, 1904, at 10 A.M., at

H. M. NAVAL YARD,

SUNDRY NAVAL AND VICTUALLING, OBSOLETE AND CONDEMNED STORES,

Comprising:—
BOATS, ENGINES, OLD BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, CLOTHING, IMPLEMENTS, STAVES, PROVISIONS, &c., &c., &c.

THE NAVAL STORES will be sold on TUESDAY, the 24th May, and the VICTUALLING STORES on WEDNESDAY, the 25th May. Catalogues will be issued.

TERMS OF SALE:—As customary.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 19th May, 1904. [614]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

TUESDAY,

the 31st May, 1904, at NOON, alongside

Messrs. Douglas, LaPrak & Co.'s

Wharf,

THE Screw Steamer

"SZE WUI"

(Lately running between Hongkong and Kong-moon, and now lying at Yau-mat-ti).

HULL—Oakwood. Built by Ngai Sun & Co., Hongkong, in 1902. Registered Tonnage, Gross 97, Net 57.

Length over all, 115 feet. Between Perpendiculars, 108 feet. Extreme breadth, 18 feet. Depth of hold, 7 feet.

Draft with full dead weight Cargo and full Bunkers—7 feet 6 inches, 6 feet forward. Two Bunkers and two Boats. Two Ports on either side for working Cargo. Awning Deck fore and aft and Bulwarks built up to top Deck.

A Hongkong Government Licence to carry 175 Passengers can be obtained.

ENGINES—Built by Ngai Sun & Co.

Type—Compound Surface Condensing H.P. Cylinder 12½", Low Pressure Cylinder 24", Stroke 18". Revolutions per minute 135.

BOILER—Built by Ngai Sun & Co.

Type—Horizontal Multi-tubular.

Built in 1902 to Board of Trade Rules for a Working Pressure of 115 lbs. per square inch.

Messrs. E. C. Wilks & Co., Engineers, have just completed a thorough overhaul and the Steamer is in Good Working Order.

TERMS:—As usual.

For further Particulars, apply to—

HUGHES & HOUGH,

Auctioneers.

Hongkong, 20th May, 1904. [640]

SALE BY PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE

OF

VALUABLE LEASEHOLD PROPERTY, situate in

QUEEN'S ROAD WEST, VICTORIA, HONGKONG,

ON

TUESDAY, the 31st day of May, 1904, at

3 o'clock, on the Premises,

BY

Mr. G. P. LAMMERT,

Auctioneer.

Hongkong, 17th May, 1904. [633]

Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NIPPON PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Co., OCEAN S. S. Co. and CHINA MUTUAL S. S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 20th May, 1904. [643]

JUST UNPACKED.

CHUTNEY. CHUTNEY. CHUTNEY. ABSOLUTELY THE BEST.

FROM the well-known Chutney-makers in India (Messrs. SREEKESSEN DUTT & Co.) such as Major Gray's, Bengal Club, Cashmere, Mango Sweet Sliced, and others.

Quality will speak for itself.

H. RUTTONJEE,

No. 5, D'Aguiar Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, 17th May, 1904. [72]

REPORT ON THE PUNJOM MINES.

(Continued from page 5)

23. So much for the lodes of the Pangong section of the property. Payable, sometimes almost rich, in parts, they have all manifested the same tendency to grow poor at shallow depths and then to cut out. Their best development was undoubtedly at Jalis, yet even there it must be admitted that the thousands of feet of driving and cross cutting signally failed to prove the existence of a permanent and payable body. There seems to have been no main fissure, or joint, or contact plane on which a strong lode could form.

24. There remains to be considered another feature, which, though not absent from the more distant portions of the property, is conspicuously developed over a wide area in this neighbourhood, viz., what are known as "alluvial" or "gravel" beds carrying payable gold. These are not gravel beds in the ordinary sense of the term; they have not been deposited by water. They really consist of the remains of those tiny quartz seams which have been broken up by the weathering of the country rocks, and being harder than they have survived the erosion and decomposition due to countless ages of atmospheric influences. They carry, partly undisturbed and locked up within the quartz fragments, and partly loose and scattered among the debris, a small quantity of gold, rarely exceeding about 1½ to 2 dw. per ton, and equally rarely failing to show "colour" in any panful washed.

25. The widespread distribution of these auriferous gravels renders it the more unlikely that a large lode or reef exists. They cover so much ground and the quartz fragments are so small and angular, that they can only have come from very weak veins and stringers permeating the shales in all directions. It is quite possible that the early Chinese or Siamese workers who made the huge excavation at Jalis sought only the loose gold which could be winnowed or washed from among the broken rock, for many hundreds of tons of their tailings or rejections have of late years been milled for a return of 2 or 3 dw. per ton. Certainly the face of the country is furrowed with ditches by which they have conveyed little streams of water for ground sluicing these beds.

26. For some years past it would seem that these same deposits have been the mainstay of the Company's operations. So long ago as 1897, recourse was had to them, and since that date but little other mining has been done. More than a mile of tramway has been laid to the workings at Kalampong and Swah, for the sole purpose of transporting this material to the battery at Pangong.

27. The Kalampong diggings are about ½ mile due north from Jalis and about 1 mile from the battery. They are situated on a hill or ridge, and consist of broken down quartz scattered through the shales, which have been reduced by weathering to a clay-like condition. Many hundreds of tons are said to have been milled for a return of about 1½ dw. per ton. My own samples assayed from 1½ to 1½ dw. The material can be won by the simplest pick and shovel work, and almost automatically fed into trucks for transport (by gravitation chiefly) to the mill, so that working costs are absurdly small. Yet I very much doubt whether a return of 1½ dw. can possibly pay for the labour, transport, wear and tear, supplies and European salaries involved. Were the work contributing anything towards a possible development of payable lode, it would be justifiable, even at a loss, on that account; but there is nothing to lead one to the supposition that any such lode exists. Samples taken from the only veins *in situ* which were quite small, assayed but ½ dw.

28. At the head of the same valley a few hundred yards further north, an enormous excavation has been made by the ancient miners who have worked a similar accumulation, and thousands of tons of their tailings now fill the bottom of the valley many feet deep. At the base of the steep face of decomposed rock at the head of the valley, some Chinese were working on tribute by ground sluicing. Two separate samples taken from the newly-exposed ground gave 4 dw. each on assay. The tributors do no crushing, but rely entirely on what loose gold the can catch in their primitive sluices. Needless to say, they lose much, and undoubtedly a crushing of some kind is needed to liberate the whole of the gold contents. On the other hand, the present system of trucking to the battery at Pangong does not seem commendable. No battery can do itself justice on such material. The percentage recovery may be good, and the cost of crushing, with, as here, water power in abundance, may be low; but the output is small, and the wear and tear on the battery must be excessive. The work would be much more properly done in a panning machine, erected on the spot; and the battery would then be available for making milling tests of stone from such lodes as may merit prospecting. It should not be difficult to obtain both firewood and water supplies for the panner.

29. At Swah we have another repetition of the same features—a hill containing seams and veins of quartz, running in every conceivable direction, and never enduring for more than a few feet. The shales have been weathered almost to clay, and the quartz itself is rotten. As a proper lode mine, it is an impossibility; as a quarry or open working the whole hill could be removed very cheaply, and would probably give just as good returns (say 1 dw. or so) as the stone now being selected and trammed about 1½ miles to the battery. If any permanent lode exists in the hill, it could not fail to be thus discovered. The numerous tunnels which have been already driven at relatively great cost have never afforded any quantity of stone nor proved or disproved anything.

30. Of the mill and the milling methods in use, I had but little opportunity of judging; but what came under my notice was not indicative of up-to-date practice. With the material now being crushed, there is probably no need for any concentration process, but the tailings are distinctly high. One heap, the product of former times, assayed no less than 5 dw. per ton. These seem to promise quite satisfactory and remunerative treatment by cyanide of potassium; but before outlining any precise method, much more thorough measurement and sampling would be necessary. This could be accomplished by your own staff, and a bulk sample, say 2 or 3 cwt., might be sent to Raub for experimental treatment and computation of results and costs.

31. To come now to the prospecting of other veins on the property. As one travels no farward away from the Pangong region, the country seems to assume a more normal character, i.e., it again bears a closer resemblance to other parts of the Pahang goldfield.

32. At Chindras, some 1 mile north of Pangong, almost on the eastern boundary of the estate, shallow work has been done in two or three places on a very strong and permanent-looking quartz reef 1 to 4 feet thick, carrying much mineral, having well-defined walls, and running almost due north and south with a dip slightly east. Though such samples as could be taken from the limited area exposed averaged on assay only ½ dw. per ton, which is certainly discouraging, one cannot regard this as quite conclusive. Nowhere would such a body of stone be condemned as worthless on what little can yet be seen of it, and it certainly calls for some systematic testing by short cross cuts from the gully in which it occurs, and then some driving on the lode, say 40 or 50 ft. each way (north and south) from each cross cut. No little alluvial ground in this neighbourhood is said to be auriferous.

33. Bukit Klangan is the name of another even larger reef, not less than 6 ft. wide where it outcrops. It is about the same distance north from Pangong, but on a more westerly line. Moreover, it has a distinctly more westerly course. Samples taken here also gave about ½ dw. Much less work had been done here than at Chindras, not enough to convey a true impression as to the stability of the body. Further work on it, however, might be suspended till more promising points have been tried.

34. But at Priang, a little distance beyond B. Klangan (say 3½ miles from Pangong), is another quartz reef, which, though not so large at the outcrop (only about 18 in.) is distinctly good-looking stone. Samples were broken from it at two points, about 100 yards apart, and assayed ½ dw. and ¾ dw. respectively. This certainly merits being followed up and thoroughly prospected.

35. Again further north (perhaps 4 to 4½ miles) and in a somewhat more westerly line, at a place called Gubau, quite pretentious work has been done. Two large shafts have been sunk and sundry drives and cross cuts are said to have been extended from them. It is now impossible to gain access to the mine at any point, but quite a quantity of stone (perhaps 100 tons) is lying at grass, sorted into two piles, one of which assayed 1½ dw. and the other 3 dw. Here again, unless the office contains conclusive evidence of the lodes cutting out or ceasing to carry gold when followed up, it would be folly to neglect further investigation.

36. From what can at present be seen of the three lodes at Chindras, Priang, and Gubau, it is impossible to predict anything as to their probable permanence or value; but inasmuch as the chance samples taken give an average assay value of over ½ dw., they cannot be ignored in this low-grade country. The unfortunate part about them is that they are all distant from present headquarters and mill, and the laying of a continuation of the railway to them, or to any one of them, hardly seems justified as yet. But as a preliminary to milling tests, I would like to see some systematic and thorough prospecting work done, with a pan test made daily, and a general bulk assay weekly from each face. The devotion of say \$5,000 to \$10,000 to each of these three places would, in my opinion, finally solve the problem of Punjom's future. If these bodies are all transient or unpayable, there remains but little encouragement for further prospecting. Should even one prove lasting and profitable, the situation would be vastly improved. Whatever resources the Company may still possess should, I have no hesitation in saying, be devoted to this work in preference to any other which is not actually and immediately remunerative.

37. The list of already discovered lodes is by no means exhausted, however. In fact, the northern portion of the estate, especially toward Gua, where a very striking limestone formation exists, is seamed with lodes, all having a more or less N.-S. course as far as can be seen, but all too poor to be workable as far as my sampling went. While it would scarcely be fair to condemn them on present evidence, they do not seem to give the same promise as Chindras, Priang and Gubau, and might properly be passed over till a more convenient opportunity.

38. In dealing with this question of where to draw a line between what will and what will not pay to work, local conditions are the main factor. Given the necessary capital for initial outlay, and proper skill in management, the local conditions on the Pahang goldfield are distinctly favourable, and a return of ½ dw. per ton will in many cases be found to pay for mining and milling. Granted wise legislation, which will seek to establish a successful industry on the basis of deep mining, and be content to reap its reward in the future, no country will be more attractive to the investor; but a policy of heavy imposts, and vexatious restrictions, added to the many disappointments which capital has already suffered here, will assuredly stamp out the last spark of enterprise. My recommendations as to further expenditure are conditional upon a satisfactory concession as to the gold export duty, a relaxation of the utterly unjust fines for storage of labour, and abandonment of the heavy dues on timber and firewood.

Intimation.

THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound everywhere your goods are offered for sale. We are able modestly to affirm, that it is on this basis that the world-wide popularity of

WAMPOLE'S PREPARATION

rests. The people have discovered that this medicine is exactly what it is said to be and that it does what we have always declared it will do. Its nature also has been fully made known. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. "Watch carefully against imitations." Sold by chemists throughout the world.

To Let.

TO LET.

NO. 1, RIFON TERRACE in FLATS. No. 4, RIFON TERRACE. No. 17, WONG NEI CHONG ROAD, facing Race Course. FLATS in MORETON TERRACE, facing Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS: PRAYA EAST. "ROSENEATH," KOWLOON. No. 3, CLIFTON GARDENS, CONDUIT ROAD. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 20th May, 1904. [576]

TO LET.

A HOUSE in KNUTSFORD TERRACE. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 25th April, 1904. [554]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 26th March, 1904. [436]

TO BE LET.

NO. 2, CONDUIT ROAD. 5 Rooms, entrance from Conduit Road and Robinson Road. Rent \$130 a month, inclusive of Taxes. AND NO. 2, LEIGHTON HILL ROAD. 4 Large Rooms, all facing the Road, 15 minutes' drive from Clock Tower. Furnished, if required. Very low Rental. Healthy locality. Apply to— AHMET RUMJAHN, 62, Queen's Road. Hongkong, 13th May, 1904. [612]

TO LET.

FIRST-CLASS FURNISHED ROOMS, with or without Board, close to Post Office and Banks. Apply to— N. N., No. 98, this Office. Hongkong, 9th May, 1904. [599]

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes. And others to suit various requirements. S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd. Hongkong, 2nd May, 1904. [49]

TO LET.

IMMEDIATE POSSESSION. FOR 18 MONTHS. "LEIGHTON," THE PEAK. Apply to— JESSEN & Co. Hongkong, 27th April, 1904. [559]

TO LET.

NO. 6, BARROW TERRACE, KOWLOON. Available 1st March. Apply to— THE SAM WANG CO., LD. Hongkong, 5th February, 1904. [218]

Intimations.

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Intimations.

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- A.—OLD PALE ... \$20.00
- B.—SUPERIOR VERY OLD COGNAC ... 27.00
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For a "Soda" Brandy we strongly recommend the "B" quality.

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Hongkong, 7th May, 1904.

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Hongkong, 8th January, 1904.

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Salvage Work undertaken.

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Agents for the Construction and Sale of Steam and Motor Launches.

Contract for New Tonnage on reasonable terms with First-Class Builders.

A large stock of Canadian Asbestos and Asbestocel goods kept.

Agents for Messrs. Allen & Sons Electrical Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK." Telephone:—No. 358.

Hongkong, 3rd May, 1904.

NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hoe Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. (On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies—Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 20th May, at 2, Gomes Vilas, Kowloon, the wife of L. P. GLISSMAN, of a daughter.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 21, 1904.

LOCAL AND GENERAL.

ALEXANDER Michie, senior, died leaving property worth \$6,100.

EIGHT fatal plague cases have been notified since noon of yesterday.

THE estate of the late D. R. F. Crawford, who died in September 1902, was under \$18,750.

THE prohibition to export arms, etc., has been extended for a further period of six months from the 28th inst.

H.E. the Governor has accepted Capt. Robert Mitchell's resignation of his commission in the Hongkong Volunteer Corps.

MR. L. Mallory, executor of the will of the late J. H. Macleod, has obtained probate, the value of the estate being declared as under \$8,400.

ON and after the 1st June, the maximum amount for a single Money Order on the United Kingdom, and *vice versa*, will be raised from £10 to £40.

MR. Colin McCreary has been added to the list of persons exempted from the operation of by-laws 2, 3, 4 and 5 of the Public Health and Buildings Ordinance, 1903.

THE Registrar of the Supreme Court says that it is a noticeable fact, especially with Chinese bankrupts, that being once adjudicated they are rarely seen any more, many of them leaving the Colony.

THE booty secured by the Japanese at the battle of the Yalu was 21 three-inch quick-firing field guns; 8 quick-firing machine guns; 1,025 rifles; 63 horses, and a large quantity of ammunition.

THE following telegram from Tokio has been received:—"Governor Hongkong, Japanese Minister of Marine reports sunken wreck 40° 3' North latitude 121° 12' East longitude, Gulf Pechili, dangerous to navigation."

PROBATE of the will of the late Capt. W. C. H. Hastings, at one time Postmaster of Hongkong, was granted during the year 1903. The deceased, who died on the 22nd January, 1902, left property sworn to at under \$3,600.

LETTERS of Administration were granted, during 1903, to the administrators of the estate of the late F. A. A. B. Brockelmann, who died at Canton in March of the previous year. The value was sworn to at under \$60,100.

THE Hongkong Telegraph will be issued early in the afternoon of Whit Monday, and "Victoria Day," being a public holiday, will be observed as such by the staff of the paper. In the event of any important wires being received they will be printed in a mid-day extra.

MR. T. L. Perkins, executive engineer, has been deputed by the Officer Administering the Government in Council to act on behalf of the building authority in all cases referred to in sections 205-207 of Ordinance No. 1 of 1903 in connection with dangerous buildings.

THERE were 35 bankruptcy petitions filed in Hongkong last year, and 20 receiving orders were made. There were no discharges. The aggregate amount of declared assets was \$314,010.18, and declared liabilities \$671,636.65. Of the declared assets only \$28,069.41 were recovered.

AT the Supreme Court, in original jurisdiction, last year, 178 actions were instituted, while 91 were in dependency. Of these, 114 were disposed of, of which 25 were settled or withdrawn before trial, leaving a balance of 155. The total amount involved was \$777,396.12. The debts and damages recovered amounted to \$317,431.98. There was one injunction granted. The total fees collected and paid into the Treasury amounted to \$8,110.95.

THE journalists of Hongkong having welcomed quite a number of new colleagues during the past few months are now bidding farewell to some of the older members of the profession. Mr. T. H. Reid, upon severing his connection with the *China Mail*, leaves for England on Wednesday, and his duties devolve upon Mr. J. W. Bains pending the arrival of Mr. W. H. Donald, who is returning to Hongkong to assume the editorial chair. Mr. P. W. Sergeant, editor of the *Daily Press*, who has just been elected President of the Hongkong Journalists' Association, *vice* Mr. T. H. Reid, resigned, is also leaving the Colony, and proceeds to England early in June.

THERE were 78 cases and 178 persons committed for trial at the Criminal Sessions last year. The number of persons actually indicted was 142, of whom 104 were convicted; 2 failed to surrender to their recognizances which were estreated; and 36 were acquitted. Against 35 persons no indictments were filed, and they were discharged on proclamation. One prisoner died in a cell before trial.

By kind permission of Lt.-Col. Ironmonger and officers the band of the 93rd Burma Infantry will play at the Hongkong Hotel to-day (Saturday) from 8 to 4.30 p.m.

PROGRAMME.

March—Santa Fe, Marcell.
Overture—Tanzani, Revell.
Selection—The Orchid, Ivan Caryll.
Cake Walk—Jolly Negroes, Heiger.
Selection—Patience, Sullivan.
Valse—Reverie, Heller.
Dances—Slavonic, Dvorak.
God save the King.

THERE were 10 appeals instituted in the Supreme Court during the year 1903 being:—from the decision of the Chief Justice, 1; from the decision of the Puisne Judge, 2; from the Magistrates, 1; from the Land Court, 6; 10, of which 9 were disposed of, being:—from the Chief Justice, 1; from the Puisne Judge, 1; from the Magistrates, 1; from the Land Court, 6; 9, leaving one pending. One case was carried to the Privy Council and the decision of the Court below upheld.

TWO MORE FIRES.

IN HONGKONG.

No. 185 Queen's Road, West, was the scene of a fire last night, when damage to the extent of several thousand dollars accrued, the exact amount of which, however, cannot be ascertained owing to the absence, in Canton, of the owner of the shop. The fire broke out in the basement, which is used for storing lanterns and Chinese crackers, and at about 7 p.m. the alarm was given. The Fire Brigade, under Mr. E. R. Hallifax and Chief Inspector Baker, with Mr. MacDonald, chief engineer, made good time getting to the scene; and there being an ample supply of water, it looked like an easy task; but, owing to the inflammable nature of the goods stored, the fire soon spread from floor to floor, until it reached the roof, which subsequently fell in. The incessant explosions of the fireworks made it dangerous to approach too close, and thus the movements of the firemen were hampered. The blaze was finally extinguished at 9 p.m., and the firemen returned to their quarters; but not to stay long.

At 10 p.m. a report was received that a fire had broken out at 109 Queen's Road Central, and the men turned to again. Here the fire also broke out in the basement, which was used as a wine-shop a medicine shop being above and the other part of the house being unoccupied. The outbreak was soon under, the damage done not amounting to more than \$100. It is believed that the careless handling of fire, while some candles employed in the premises were cooking caused the outbreak in both cases. No. 189 is insured with Messrs. Jardine Matheson & Co. and No. 109 with a Chinese firm.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A QUERY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—Will you or any of your readers clear up a doubtful grammatical point presented to me in the course of conversation with a friend? The point in question is contained in the following:—

"People generally view things from one point. The pro-Russians rejoice at the reverses of the Japanese as a nation, and the pro-Japanese rejoice at the reverses of the Russians as a nation; but philosophers who view things individually sympathise with each suffering individual no matter what nation he belongs to."

It was suggested to me that the word "collectively" should have been used in the first sentence instead of the term "from one point."—Yours, etc.

INQUIRER.

Hongkong, 21st May.

[The sentence is quite correct, inasmuch as the meaning implied appears to be that of "one point of view." As applied above it is read to mean the "party" or "national" point of view. "Collectively" has the meaning of "taken together" or "unitedly," and would be obviously wrong in its application as suggested above.—Ed., H.K.T.]

RICKSHAS AND THEIR PULLERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—L. W. L. in his letter on the above subject, published in your last night's edition, puts forth two argumentative points that are, to my idea, somewhat far fetched. In the first instance, how does he think it possible for tourists etc. to be able, during their usually short stay in the Colony, to converse in the Hakka dialect? It is difficult for residents to make a ricksha puller (unless the races or any special sports are on) understand the destination required, even when they both resort to pidgin English, and I am sure—unless, officials, who are required to have a knowledge of the dialect—the Hakka dialect speaking foreigners are in the minority.

Secondly, it would be a revelation to some to know in what way the miserable ricksha puller has to suffer so many hardships; he undertakes the work as a livelihood, not as a means of shirking, as so often seen, and picking and choosing who he should, or should not, carry as a fare. In my humble opinion the poor miserable ricksha pullers should be licensed, in a par with the house servant and has pretty much his own way.

The state of the rickshas plying for hire in this Colony is not such as to give general satisfaction to the public, and improvements should be made by the owners under the direction of the licensing authorities. The suggestion put forth by "A Resident," that the rickshas be covered by a linen or holland cover is worthy of consideration, and would be greatly appreciated by the wearers of light clothes—ladies especially.—I am, etc.

THE WAR.

REPELLING RUSSIAN DESTROYERS NEAR PORT ARTHUR.

Mr. M. Noma, the Consul for Japan, has forwarded to us the following telegrams:—

Tokio, 20th May, 5 p.m.

Rear-Admiral Masamichi Togo reports that on the 15th inst. our fleet, consisting of four cruisers, three gunboats, and the torpedo flotilla, after successfully repelling the enemy's destroyers which emerged from Port Arthur at the time of the *Halsue* disaster and rescuing the drowning crew, proceeded to Pichili Gulf and reconnoitred along the Kaichow Promontory. On the 16th inst. we discovered the enemy ashore, and fired upon them, and they fled. On the 17th inst. we penetrated the Kaichow Gulf and bombarded the enemy's edifices, the railway, bridges and military trains.

Tokio, 20th May, 5.20 p.m.

A portion of our army commenced landing at Takushan on the 19th inst.

CRUELTY TO ANIMALS.

For some time past the Water Police have noticed the very deplorable appearance of sheep which are regularly trampled to Hoi Pong, for the purpose of slaughtering, and the cause of it transpired this morning in Mr. Gompertz's Court, at the Magistracy, when Inspector R. G. McEwen, of the Sanitary Department, placed Li Sam of the Li Heng Ling cattle dealing and butchery firm, before His Worship, to answer to the charge of cruelty to animals. It transpired that last night Inspector McEwen was walking along the Praya West, when his attention was attracted by a flock of sheep near the edge of the waterfront, and the sound of considerable bleating. Going to the spot he found Li Sam taking hold of any handy portion of the animals' anatomies, and throwing them into a junk, a drop of fourteen feet. The inspector stopped the proceedings, and had Li Sam taken into custody. He was placed before Mrs. Gompertz this morning, when His Worship, taking into consideration the fact that this was the first offence recorded against the defendant, dealt leniently with him, and imposed a fine of \$20, or one month's imprisonment.

THE REGISTRAR GENERAL'S REPORT.

FOR THE YEAR 1903.

The following extracts are made from the report of the Registrar General, for the year 1903:—

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A portion of our army commenced landing at Takushan on the 19th inst.

CRUELTY TO ANIMALS.

For some time past the Water Police have noticed the very deplorable appearance of sheep which are regularly trampled to Hoi Pong, for the purpose of slaughtering, and the cause of it transpired this morning in Mr. Gompertz's Court, at the Magistracy, when Inspector R. G. McEwen, of the Sanitary Department, placed Li Sam of the Li Heng Ling cattle dealing and butchery firm, before His Worship, to answer to the charge of cruelty to animals. It transpired that last night Inspector McEwen was walking along the Praya West, when his attention was attracted by a flock of sheep near the edge of the waterfront, and the sound of considerable bleating. Going to the spot he found Li Sam taking hold of any handy portion of the animals' anatomies, and throwing them into a junk, a drop of fourteen feet. The inspector stopped the proceedings, and had Li Sam taken into custody. He was placed before Mrs. Gompertz this morning, when His Worship, taking into consideration the fact that this was the first offence recorded against the defendant, dealt leniently with him, and imposed a fine of \$20, or one month's imprisonment.

THE REGISTRAR GENERAL'S REPORT.

FOR THE YEAR 1903.

The following extracts are made from the report of the Registrar General, for the year 1903:—

REVENUE AND EXPENDITURE.

The revenue collected during the year amounted to \$160,351.81, as against \$136,838.13 collected in 1902, being an increase of \$23,513.68.

The number of Chinese who were granted certificates of identity to enable them to enter the Philippine Islands increased from 43 in 1902 to 119 in 1903. The increase to the revenue under the heading certificates to Chinese entering Manila and the U.S.A. is \$1,650.00. Market revenue shows a further increase of \$9,315.81. All markets with the exception of Taikoktsui share in the increase. The revenue from the Des Vieux Road Market which is situated in Des Vieux Road Central near Wing Shing Street and was opened in September was \$1,824.16, but this revenue will not be maintained. There is very little demand for stalls and most of the original lessees have already surrendered their holdings. Fees under the Marriage Ordinance show an increase of \$997.00 and under the regulations for emigration houses one of \$1,350.00. The revenue from hawkers' licences shows an increase of \$8,722.00. In August the regulations governing the issue of hawkers' licences were altered. Previous to that date the licence-fee which was \$2.00 was paid quarterly. The fee has now been raised to \$4.00 and is paid half-yearly. The number of licences issued during the last quarter of the year was 5,997 compared with 7,773 in the last quarter of 1902.

The expenditure during the year was \$26,755.64 compared with \$24,230.33 in 1902. The increase is due to various increases of salary to some of the members of the staff and to regular increments of salary to others.

PO LEUNG KUK INCORPORATION ORDINANCE.

There has been a very large increase in the number of women and girls whom the Registrar-General has reason to believe required protection. 826 persons were admitted to the Po Leung Kuk during the year, compared with 617 in 1902. The disturbed state of parts of the Canton Province, the famine in Kwangsi and certain restrictions imposed on the boats at Canton are some of the causes to which this increase is due.

EMIGRATION.

One hundred and forty-four emigrants were detained for inquiries, and the usual arrangements were made for restoring to their friends and relatives those who were found to have been persuaded to emigrate under false pretences. During the year 1903, 36 men and seven emigration houses (for men only) were licensed. At the end of the year there were 50 hotels and 16 emigration houses holding licences.

CHINESE POSTAL HONGS AND CHINESE POSTMEN.

The number of Postal Hongs licensed during the year was 42, and of letter-carriers 99. The number of letter-carriers licensed in 1902 was 162.

CERTIFICATES OF IDENTITY TO CHINESE ENTERING THE UNITED STATES OF AMERICA, &c.

The revenue derived from this source was \$3,925 compared with \$2,275 in 1902. The number of certificates issued during the year was:—

To the United States, 19.

To the Hawaiian Islands, 0.

To the Philippines, 119.

The number of certificates issued for the Philippines in 1902 was 42.

POPULATION.

The following is a summary of the population of the Colony, according to the Census of 1901, on the 31st December 1901:

British and Foreign Community.	Chinese.	Total.
18,581	307,500	326,081

The population of the New Territory, according to the census taken in 1901, was 101,254.

MARRIAGES.

The number of marriages solemnized during the year was 146 as compared with 120 in 1902.

BIRTHS.

The births registered during the year were as follows:—

	Males.	Females.	Total.
Chinese	521	228	749
Non-Chinese	150	135	285

671 343 1,034

This is equal to a general birth-rate of 3.17 per 1,000 as compared with 3.8 in 1902.

The birth-rate among the non-Chinese community alone was 11.2 per 1,000 as compared with 12.6 per 1,000 in 1902.

The nationalities of the non-Chinese parents were as follows:—British 118, Portuguese 75, Indian 38, Malay 13, German 11, French 5, Spanish 3, Russian, Japanese and Persian 2 each, and five other nationalities 1 each.

The number of the Chinese births registered does not give an accurate record of the total number of births of Chinese that have occurred in the Colony, for many of the infants that die during the first month or so of life remain unregistered, although their deaths must be registered to obtain the necessary burial orders. It has been customary, therefore, to add to the registered births the number of infants of one month old and under that die in the various convents, or are found by the police in the streets or in the harbour. The number during 1903 was 250 males and 276 females making a total of 526 and the addition of these figures to the registered Chinese births gives a total of 1,279 as compared with 1,569 during the previous year. The corrected birth-rate is, therefore, 4.7 per 1,000, while among the Chinese alone the rate becomes 4.2 per 1,000.

DEATHS.

The number of deaths in the British and Foreign Community was 319, as compared with 352 in 1902. The number of deaths among the Chinese was 5,875 as compared with 6,431 in 1902. Four Europeans and 1,231 Chinese and other Asiatics died from plague.

Three hundred and twenty-seven certificates were issued by the police for the removal of dead bodies from the Colony, as compared with 695 in 1902.

EXHUMATION.

Eighty-two permits were issued to exhume human remains for removal to China or for reburial in the Colony.

HOSPITAL DEATHS.

The number of deaths in hospital amount to 1,486 or 24 per cent. of the total number of deaths registered during the year.

The number of patients under treatment at the Tung Wa Hospital during the year was 2,457 as compared with 2,730 in 1902. Of these, 1,569 were discharged and 889 died. The percentage of deaths compared with admissions during the year was 36.2. In 1902 the percentage was 45.34, and in 1901 24.40.

The number of out-patients during the year was:—Males, 49,376, Females, 23,167, Total, 72,543.

VACCINATION ORDINANCE.

The total number of vaccinations recorded during the year was 5,048, as compared with 6,475 in 1902. There were 19 prosecutions under this Ordinance during the year. There were 60 cases of small-pox and 31 deaths during the year.

REGISTRATION OF BOOKS.

Eighty-four books were registered during the year, as compared with 36 in 1902.

COPYRIGHT IN WORKS OF THE FINE ARTS.

No works were registered during the year.

PERMITS.

The nature and number of permits issued during the year were as follows:—

To fire crackers, 512

To hold processions, 28

To perform theatricals, 39

To hold religious ceremonies, 40

Total, 619

INTERPRETATION DEPARTMENT.

The Interpretation Department consists of 54 posts as described in General Order No. 39, amended on the 26th February. There are at present six student-interpreters attached to the office all appointed during the present year, two in February, one in June, two in July and one in September.

DISTRICT WATCHMEN.

Convictions were obtained before the police magistrate during the year through the instrumentality of district watchmen. The contributions to the fund for the year were \$22,495.29 as compared with \$17,461.69 in 1902, being an increase of \$5,033.60.

This is due chiefly to the increased rate at which contributions are paid. The increase came into force in July, 1902.

The expenditure for the year was \$7,540.37. Included in this sum are \$3,000 a refund of a Government loan, \$1,372.39 for uniform and equipment, \$435.83 for loss on exchange. The balance to the credit of the fund on the 31st December was \$12,415.05.

The purchase of two houses at West Point for the use of a district watchmen house has been approved by the Government, and the grant of a site at Wanchai for a district watchmen house for the Eastern district has been recommended to the Secretary of State.

An increase was made to the pay of all ranks on the 1st January.

Ninety-three applications for the post of district watchmen were received during the year. The force now consists of 82 men, the satisfactory state of the finances having permitted of an increase of 13 men.

On the day of his departure from the Colony, H. E. Sir Henry Blake inspected the district watchmen and was pleased to commend the Force for the assistance it rendered in maintaining peace and good order in the Colony.

CHINESE RECREATION GROUND.

The total expenditure for the year was \$508.27. The revenue obtained from the lease of shops, &c. was \$1,598.2, compared with \$1,270.2 in 1902. The balance to the credit of the fund is \$45,975.

E L E G R A M S.

"HONGKONG TELEGRAPH" SERVICE.

THE WAR.

RUSSIAN CRUISER SUNK

AT VLADIVOSTOCK.

YOKOHAMA, 21st May, 12.10 p.m.

The Russian cruiser *Bogatyr*, while steaming off Vladivostock, encountered a thick fog, with the result that she grounded and ultimately sank.

[The protected cruiser *Bogatyr*, which is the largest of Russia's 2nd class cruisers, was launched at the Vulcan Yard, Stettin, on January 1st, 1900. Her extreme length is 440 ft. 11 in.; beam, 54 ft. 6 in.; depth of hold, 34 ft. 11 in.; with all her armament and 720 tons of coal, her displacement is 6,750 tons, and her draught 20 ft. 10 in.; her engines are triple expansion, with four cylinders, and of 20,000 H.P., and gave her a speed of 23 knots; steam is generated by sixteen "ornament water-tube boilers; her bunker capacity is 1,100 tons. Below the water-line she is divided into watertight compartments, and amidships, under her boilers, machinery, and ammunition room, she has a double bottom extending up her sides to the armour deck, which is 13 in. thick where horizontal, 27 in. approaching the vertical, and 212 in. towards the ends. The cruiser carried twelve 6-in., twelve 3-in., six 18-in. (Hotchkiss), one

TELEGRAMS.

(Reuters.)

The War.

London, 19th May.
Despatches from General Kuropatkin to General Sakaroff describe the Japanese evacuation of several points in advance of Liaoyang and their retirement on Fengwang-cheng, where they are constructing earthworks. The rain has rendered the roads bad.

LATER.

Austria-Hungary.

The Austro-Hungarian Minister for War has explained to the delegations that the exceptional expenditure is in nowise connected with the political situation, but that it is necessary in order to make up the loss in regard to rearming the artillery and the equipment of vessels in accordance with modern developments of the science of war.

Contraband of War.

Lord Lansdowne states that Russia has replied to an inquiry about the notification of the 11th instant, re cotton being contraband of war, that it applies to low grade cotton only.

REPORT ON THE PUNJON MINES.

Following is Mr. Wainford Lock's report on the mines, referred to in the directors' report printed yesterday:

Gentlemen,—I have the honour to report that, at the request of Mr. Kerfoot Hughes, Esq., I have paid two visits to your gold mining property at Pangkong, in the State, and I now beg to submit the result of my investigations.

2. Owing to the fact that the whole of the mine workings (as distinguished from mere quarry work) are under water, there are many points one would have wished to investigate that could not be seen, but by the aid of plans and documents recording previous operations, and by the very kind assistance of Mr. Hughes, I have been able to obtain a good deal of information on which to form a judgment. Further, I enjoyed the advantage on both occasions of the company of the Federal Geol. Genl. who had already studied the rocks of the other gold mines in this State.

3. Broadly speaking, your property occupies a section of the Pabang gold field, approximately midway between the Raub mine on the south and the Silencing mine on the north, but on a somewhat more easterly line. This gold field is essentially a zone of sedimentary rocks—principally shales more or less argillaceous, with some sandstones—which have suffered much dislocation and crushing along a line parallel with the main granite range of the country, running on a general north and south course. The limits of this zone have not been ascertained, but there is little doubt that in length they extend beyond the confines of Pabang, and in breadth cover probably at least 40 miles.

4. Within this field, however, there has been a variety of forces at work, and while the earth changes which led to the introduction of gold bearing quartz, i.e., the formation of lodes, have been persistent over an enormous area, there have also been local features governing the manner of distribution of the valuable metal. These conditions have in every case a most material bearing upon the prospects of successful gold mining. At Pangkong, the dynamic metamorphism to which the shales and sandstones have been subjected, is very much more intense than there is any evidence of at Raub or Silencing, and this is particularly the case in that section of the property where the chief mining has been done.

5. Pangkong is situated at about 5 miles from the southern and 12 miles from the eastern boundary of your estate; it is thus about midway on the north and south line of lode. Within a limited radius are the European dwellings, the offices, the battery, and the two most important shafts, known as Jalil (or August) and Tang-kong, respectively. These latter have long been closed and dismantled, and the workings are all fallen in and full of water, so that an inspection of them is impossible, and conclusions can only be drawn from plans and records, and from the waste dumps.

6. At Jalil the earliest operations of the Company were centred, following the footsteps of those ancient miners—Chinese or Siamese—who have left such abundant evidence of their industry all over the goldfield of Pabang. The salient features now observable here are an enormous open cut or quarry from which many thousands of tons of stone have been broken—roughly circular in shape, and apparently occupying what was originally the highest point of a large saddle of rock. The evidence of metamorphism is so marked that it is difficult to recognise the sedimentary rocks, or to trace the strike and dip of the beds. There is little doubt, however, that they are part of the shale and sandstone series, normal as to course and inclination, but altered to an exceptional degree, and so permeated by large and small seams of quartz as to have withstood erosion.

7. For the purpose of following up by proper mining (as opposed to the surface operations of the ancients) the highly promising indications of substantial and payable bodies, your August shaft was sunk, and some thousands of feet of prospecting work appear to have been done from it. All these underground workings are inaccessible, and the only knowledge I could gain about them was contained in several plans, of various dates, drawn to different scales, and showing many corrections or alterations. From these I have endeavoured to compile a single plan (herewith) which would illustrate the several levels at one glance, and permit a comprehensive grasp of the facts. The accuracy of this plan depends solely upon the accuracy of those from which it was compiled.

8. The plan of the Jalil mine, so far as it can be said to prove anything, certainly indicates the very erratic nature of the ore bodies. We have, it is true, a series of north and south drives presumably following a lode which dips east, as they occur more and more to the right at each deeper level; but, in the aggregate, quite as much work has been done across the country, and there are several allusions to "east and west lodes" and "leaders". All this, however, is necessarily assumption only, because one cannot enter any part of the mine.

9. According to an abstract from the mining returns furnished me by Mr. Hughes, it would seem that during the years 1892-6 this mine afforded 34,440 tons of ore, which yielded 22,774 oz. of gold bullion, being equivalent to nearly 100 dwts. per ton. But the monthly and yearly fluctuations, both in output and in value, are very wide, and point to a lack of persistence and strength in the ore bodies, and to much irregularity in their gold contents. There

were no lodes in 1892-3, when the yield was 101 oz. per ton, alternating with others giving little more than 1 oz. and at this time the daily output was but 10 tons. Subsequently, when the daily output reached about 30 tons, the yield rarely surpassed 1 oz. per ton, and often fell to little more than 1/2 oz. The yearly extremes were 1988 dwts. in 1893, and 821 dwts. in 1895. In 1896, there was a recovery to 1.38 dwts., but about the end of that year or beginning of next, it would seem that no more payable ore could be found, and recourse was had to various surface operations. So much for the evidence afforded by the battery.

10. Further evidence of the same kind is afforded by statements in the Manager's reports. In that dated 30th October, 1895, we read of a "body of ore 4 feet wide in good looking country," but "no free gold could be got by washing," and "fire assay gave a trace only." This was driven on both the north and south, and at first gave 84 dwts. in the one and 9 dwts. in the other, but the next year's report (30th October, 1896), shows that "patches" only were occasionally found, and that in 27 feet of driving the lode gave nothing of real value. This was on the 200 feet level. The shaft is said to be 310 ft. deep in all.

11. South from Jalil shaft, a service of small shafts, called No. 18, to No. 48, have been sunk, covering a length of about 600 feet. They and the drives from them are all reported as failing to discover anything valuable. On a more westerly line, Philip's shaft was sunk 30 feet and found nothing; and, south of this again, the South Jalil shaft was put down 100 feet, the first 40 feet of which only was in lode matter.

12. On the foregoing evidence alone, without an opportunity of descending to it, below the surface, or seeing a single foot of lode or lode wall in situ, I am asked to pronounce a verdict as to the future of the property. Manifestly no final and conclusive opinion can be based upon such scanty material, but in must be admitted that all the facts recorded point the same way.

13. Doubtless the whole of the known ore bodies, however small and however erratic, have been worked to the end. The question is are there new bodies still undiscovered? It is to be feared that there are not. Hundreds of feet of prospecting have been done without useful result, and it is only fair to assume that much if not all of it has been done rationally and thoroughly. To institute a new search now anywhere near the Jalil workings would be very costly and imprudent to a degree.

14. The stock argument that is sure to be used (in default of any better) is that because a quantity of evidently good ore has been already obtained from these workings some must certainly be left. It is no argument. All the geological indication point to a local centralisation of innumerable small veins forming a comparatively massive deposit of ore, but strictly limited area; and there is very little doubt that the superior values encountered at shallow depth were here, as is so often the case, due to surface enrichment arising from well recognised natural causes.

15. Almost on the same line, further south, is the Tangkong group of workings, embracing the Manik and the Tangkong shaft, and two sh lower and more westerly mines known as Manik West and Manik Ridge.

16. The Manik shaft is about 1,100 feet south of the August shaft. It has been sunk some 60 feet, and has an adit 12 feet long on the north side joining it at that depth. It was started up the northerly continuation of the lode worked in Tangkong (that shaft having been "lost" through an adjacent creek having flooded it—so it is said); but, beyond a few tiny quartz stringers, no sign of a lode has yet been found. The waste dump shows the same typical rocks as at Jalil.

17. The Tangkong shaft is about 350 ft. south of the Manik. It is said to be 120 ft. deep, but, being full to the collar with water, could not be inspected. The annexed plan of the underground working has been compiled in the same way as that of the Jalil mine, from material furnished by Mr. Hughes. It shows a similar maze of levels and cross cuts, testifying to the absence of any well-defined lode, and the existence rather of a stockwork of small seams—meagre, short-lived, difficult both to stop and to follow, and unlikely to lead to any strong body. There is a large open cut also, resulting from modern operation. It is said that about 4,000 tons of good stone were raised from these workings, and it is computed that there are 50 tons more now lying at grass, which was left because it failed to give a satisfactory milling turn. A careful sampling of the best stone, which indeed showed sulphurates pretty freely, assayed only 1 1/2 dwts. The wisdom of "leaving it where it lies" is quite evident from this.

18. It is asserted that good stone was standing in this mine when the shaft filled, and certainly the plan shows several stopes at both the adit level and the No. 1 level (probably 50 ft. and 100 ft. respectively) at the extreme northern part of the ground. But it would be folly to attempt to enter these old workings, or to re-open the shaft, which is so placed as to catch all the drainage of the Valley. If any further prospecting is to be done, it must be from the Manik shaft, taking care to leave from old ground between it and the Tangkong. To be effective the shaft would need to be deepened to say 200 ft. and then 200 or 300 ft. of cross cutting might be done in search of north and south lodes. Not less than \$35,000 would be required to do this, and that sum might easily be doubled, if much water were encountered. On the ground, accessible to inspection, there is certainly nothing to justify such an expenditure.

19. At Manik West, about 150 ft. from Tangkong, are reported to be various workings, from which some few tons of good stone were drawn, and milled with satisfactory results; but all is now said to be covered with jungle, and nothing left worth following up.

20. Manik Ridge is quite a new piece of work, again about 1/2 mile more westerly than Manik West. A shallow trench has uncovered a small north and south lode of mineralised quartz, a sample of which gave an assay of 1 dwts. Since my visit, further work has been done, and Mr. Hughes informs me that a trial crushing of 19 tons gave a battery return of 4 dwts. per ton. This undoubtedly justifies some further prospecting. Very little could be seen of the lode at my visit, and though it did not appear too strong at the surface, it may easily improve in that respect, as the country here is fairly settled appearance. It will be very interesting to watch developments at this point.

21. Northwards of Jalil, some independent prospecting has been done at two places known as Mill Gully and Kladi. The former shaft is about 800 ft. distant from August. It is said to be 150 ft. deep, and that much work was done here without any success whatever; it has been abandoned and allowed to fill.

22. The Kladi shaft is 400 ft. further north and about 100 ft. deep. According to the Annual Report, 1903, it was sunk to discover a lode said to have been abandoned at an earlier date by reason of heavy water. The shaft, driving and cross cutting, however, failed to discover either the water or the stone, and "work being hopeless, the mine was shut down" and the timber was drawn. These two shafts, therefore, are also a sealed book.

(Continued on page 3.)

THE FRENCH MAIL.

M. G. de Champeaux, the local agent of the Messageries Maritimes Company, informs us that the departure of the M.M. steamer *Yarra*, which was to leave Marseilles on the 1st inst. with the French Mail, was delayed by a strike at that place. The departure of the following mail on the 15th has also been delayed by the same reason, but M. Champeaux was advised by wire yesterday that the *Yarra* left Marseilles on Wednesday, the 18th, at 6 a.m.

The homeward mail, due to leave here on the 28th June, will be taken by the M.M. steamer *Himalaya*.

"THREE LITTLE MAIDS"

AT THE THEATRE.

Soon the visit of the Dallas Company for 1904 will be a thing of the past and nothing will be left but memories, and a sense of gratitude to the players who, for a whole week, have been trying to rouse the cold public of Hongkong from that lethargy into which it appears to fall immediately after the dinner hour. The Company has been playing to poor houses, but people who have gone to the theatre have been in the most appreciative humour. Last night there was a much better attendance, when the *Three Little Maids*, from Market Mallory, skipped on to the boards and opened the best play that the Company has given. The audience was exciting in the demands for encores, and the artists responded with a graciousness that speaks volumes for their forbearance. The *Misses* Wagner, Wade and Walter, as *Hilda*, *Ada* and *Elna*, respectively, sang delightfully, while Mr. Percival Knight kept the house in roars of laughter with his sparkling wit. The singing of Mr. Cochrane was another feature of the entertainment which, for smoothness and brightness, would have been difficult to beat. To-night the tuncful *Chinese Honeymoon* will be presented, with Miss Wade as *Fifi*—undoubtedly her strongest part—and Mr. P. Knight as the fatuously funny, *Mr. Pinaffle*.

REGISTRATION OF COMPANIES.

In his report for the year 1903 the Registrar (Mr. A. Seth) states as follows:—

With a view to facilitating the checking of compliance with the several requirements of the Companies Ordinances, 1865-1890, a roll of all companies registered since the coming into operation of the Companies Ordinance, 1865 has been prepared, in which a careful note has been made of defunct companies and companies that have been wound up.

The total number of companies registered from the commencement of the Companies Ordinance, 1865 was 380 with an aggregate capital of \$176,055,088, of which there were only 122 remaining at the end of 1903, whose aggregate capital amounted to \$14,210,425. 112 were wound up voluntarily, 4 were wound up under the supervision of the Court, and 90 are defunct. In addition to the latter, there are 100 companies that are practically defunct as no returns have been furnished by such companies for years; but in order to legally strike them off the Register, certain preliminary steps have to be taken, which are now being done.

There were 43 companies registered in 1903, the revenue from which was:—
Registration fees \$6,808.00
Filing and other fees \$1,889.00
Total \$8,697.00

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report, dated 20th inst., Messrs. Benjamin, Kelly and Potts state:—
During the week under review, the general tendency of the market has continued upwards and a large business has been put through. In nearly all good securities, there has been an improvement in value, and at the close firmness prevails all round.

The sixth ordinary annual meeting of shareholders in the Star Ferry Company, Limited, is convened for the 1st June. The transfer books will be closed from the 25th instant to the 1st proximo, both days inclusive.

Banks.—Hongkong and Shanghai Banks have been negotiated at \$665 and close steady at the rate. The London quotation has further risen to £65 5/8. Nationals continue firm at \$8.

Marine Insurances.—China Traders have been done at \$65. Cantons have improved to \$210 and are wanted.

Fire Insurances.—Hongkong Fires have further advanced and have been placed in small parcels at \$305, \$307 and \$310. China Fires have been sold at \$83 1/2 and \$84, and are now quoted at \$85.

Shipping.—Hongkong, Canton and Macao Steamboats have experienced a smart rise, and shares have been taken off the market at rapidly rising rates, closing with buyers at \$31. Indo-China opened weak with sales at \$10 1/2, but quickly rose to \$11 with large sales at intermediate rates, and close in demand at the higher figure. China and Manila have been bought at \$21 and \$22. Douglas Steamships are offering at \$35 1/2. Star Lines continue in request at \$32 and \$31 1/2 for the old and new shares respectively. We hear the Company will pay a dividend of 18% and a bonus of 4% for the past year. Shell Transports have been done at 26/6, and more shares are to be had at this price. Shanghai Tugs have changed hands at \$18. 48 for the ordinary, and at \$18. 47 for the preference shares.

Refineries.—China Sugars have ruled quiet at \$145. Luxons have declined to \$9 and are offering.

Mining.—Raub have been fixed at \$7. Chinese Engineering have again been done at \$17. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been sold at \$21 and \$21 1/2, and close with further buyers at the latter price. Farahams have changed hands at \$15. 150 Kowloon Wharfs have considerably advanced and close with buyers at \$11: after sales at various rates up to \$11. Hongkong Wharfs have found buyers at \$10 and more shares are offering.

Lands, Hotels and Buildings.—Hongkong Lands, after touching \$160, have receded to \$150 at which rate shares can be procured. Shanghai Lands have been booked at \$18. 108 and the e are further buyers. Kowloon Lands are still wanted at \$35. West Points have improved to \$77. Hongkong Hotels are slightly quieter after sales at \$138. Sales are reported on Shanghai of Astor House Hotels at \$34 and of Hotel des Colonies at \$14. Humphreys Estate have been done to a large extent at \$12 and are now in demand at \$12 1/2.

Cotton Mills.—No business reported.

Miscellaneous.—Green Island Cements have jumped to \$27 1/2 and are inquired for at the rate. A.S. Watsons have been sold at \$14 1/2 and are now obtainable at \$14 1/2. Electrics are wanted at \$12 1/2 (old) and \$7 1/2 (new). Dairy Farms have been placed at \$16 1/2 and are still asked for. There are buyers of William Powells at \$10 1/2. Langkats have changed hands at \$14. 300 to \$14. 310 but have since reacted to \$14. 300.

YARN MARKET.

In their report, dated 20th instant, Messrs. Cawston, Pallen & Co. write:—Since the issue of our last circular dated the 6th inst., our Yarn market during the whole of the fortnight under review ruled firm. Telegraphic advices of a stronger market at Bombay, coupled with a brisk demand from the Northern and Shanghai ports, had the effect of strengthening prices all round from fifty cents to two dollars per bale on last Mail's quotations. The rise brought again speculators as well as dealers into the market, who bought freely in anticipation of a further rise in future, but disposed of a good lot of their previous purchases at a profit. Importers also came forward in the market and made purchases to satisfy their Shanghai friends' demand. A good demand was experienced in favourite and selected threads of No. 20s.; at an advance of from fifty cents to a dollar per bale. Nos. 12s. and 16s. move freely at an advance of \$1 to \$2 per bale. The demand has run in No. 10s. as usual, and are still inquired for at advancing rates. In sympathy Nos. 6s. and 8s. are in request at a trifle better. The market closes firm. Sales during the past fortnight comprised of about 350 bales of No. 6s.; 50 bales of No. 8s.; 3,075 bales of No. 10s.; 1,675 bales of No. 12s.; 1,275 bales of No. 16s.; and 1,975 bales of No. 20s.; in all about 9,000 bales. Arrivals during the fortnight comprised of about 8,000 bales. Shipments to Shanghai and the Northern Ports about 11,000 bales by the first hands and about 4,500 bales from re-purchases 15,500 bales. The unsold stock is estimated at about 23,000 bales.

Local Yarn.—No business reported.
Japanese Yarn.—Sales, about 650 bales at \$15 to \$18 per bale.
Exchange.—We quote to-day on India at Rs. 134 per cent. London at 15 9/16 = \$.

SHANGHAI SHARE MARKET.

A very steady market may be the term applicable to last week's Share dealings, the margins of fluctuation being but few in number and small in extent. Banks have been dealt in at \$605, an advance of five dollars; though there are supposed to be sellers at last week's quotation. China Fires have shown a drop of two dollars, nothing alarming since the dividend has recently been deducted from the quotation. Astor House shares were done on Tuesday at \$34 1/2 drop of \$1 on last week's rate; but since this, the stock appears to have been neglected. Hotel des Colonies shares can be obtained. Cements have found buyers at an improvement of 75 dollars cents, but at this figure sellers are to be found so the appreciation is scarcely material. Oriental Gold, Korea have fallen \$3 1/2, but under the circumstances this is not surprising. Union Insurances have been done, but without change of rate. Indo-China have advanced two Taels having been dealt in daily and on Tuesday changing hands at \$15. 75. The stock has also been freely dealt in for July at 75 1/2 to 76 1/2 and presumably at these rates the reported "shorts" are covering. Tugs have changed hands without altering quotations as also have Lands, Kaipings, Horse Bazaars and Telephones. Docks have steadily levelled up to \$15. 150 and have been in good demand both for cash and forward transactions, this being the only apparent reason for their five tael improvement. Hongkong wharves declined one and a half taels, but the stock still remains at a full rate. Ices improve slowly another tael having been notched in the upward scale for small purchases, on Friday. Doubtless the fine weather is reminding Shanghai housewives to make certain of getting the Summer supply of this necessity. Sumatras have dropped a Tael and a half, but presumably this is only a moderate reaction after their recent jump. Langkats have improved \$15. 10, but good reports continuing to arrive from the estate, this is nothing unnatural. Gas Co's have found buyers at equivalent rates to those ruling last week.—*Shanghai Times*.

YESTERDAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/9 7/16
Do. demand 1/9 1/16
Do. 4 months' sight 1/9 11/16
France—Bank T.T. 2/24
America—Bank T.T. 4/31
Germany—Bank T.T. 1/82
India T.T. 1/33
Do. demand 1/33
Shanghai—Bank T.T. 7/2
Japan—Bank T.T. 8/7
Singapore—Bank T.T. Nominal
Java—Bank T.T. 10/7

Buying.

4 months' sight L/C 1/9 13/16
6 months' sight L/C 1/9 15/16
30 days' sight San Francisco & New York 4/44
4 months' sight do. 4/44
30 days' sight Sydney and Melbourne 1/10 1/16
4 months' sight France 2/28
6 months' sight do. 2/30
4 months' sight Germany 1/80 1/2
Bar Silver 25 7/16
Bank of England 4% 880 1/2

OPTIMUM QUOTATIONS.

Yesterday's quotations are as follows:—
Malwa New 960/1,080
" Old 1,100/1,160
" Highest 1,180/1,230
India New No Stock
" Old 1,310
Penares New 1,292
" Old 1,285
Persian Paper 880 1/2

To-day's

Advertisements.

"SHIRE" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship

"MONMOUTHSHIRE,"

Captain H. N. Vyvyan, will be despatched for the above Ports on or about WEDNESDAY, the 8th June.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 21st May, 1904. [648]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PENTAKOTA,"

Captain R. H. Coope, will be despatched as above, on FRIDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 21st May, 1904. [647]

To-day's

Advertisements.

THEATRE ROYAL.

THE

HENRY DALLAS

MUSICAL COMEDY CO.

RETURN SEASON.

TO-NIGHT (SATURDAY), MAY 21st,

"A CHINESE HONEYMOON."

POSITIVELY THE LAST TWO

PERFORMANCES.

MONDAY, MAY 23rd,

"THE SIGN OF THE CROSS."

TUESDAY, MAY 24th,

"THE GEISHA."

PRICES AS USUAL.

PLAN AT THE

ROBINSON PIANO Co., Ltd.

The Booking Office will be open from 10 A.M. till 12 NOON, on Monday and Tuesday next. Late Tram after each Performance.

Hongkong, 21st May, 1904. [596]

THE HONGKONG & KOWLOON WHARF

AND GODOWN CO., LD.

NOTICE.

ON and after Monday next, the HEAD OFFICES of the above Company will be at KOWLOON (behind the Godowns). LETTERS will be received at ICE HOUSE STREET FERRY WHARF between 7 A.M. and 5 P.M. and forwarded to KOWLOON.

EDWARD OSBORNE,

Secretary.

Hongkong, 21st May, 1904. [646]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the NINETEENTH ANNUAL ORDINARY GENERAL MEETING of the COMPANY (since its registration) will be held at the Offices of the Company in ALEXANDRA BUILDINGS, on TUESDAY, the 31st May, 1904, at a quarter to Eleven o'clock in the forenoon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1903.

THE REGISTER OF SHARES will be CLOSED on WEDNESDAY, the 25th instant, until WEDNESDAY, the 1st June, proximo, (both days inclusive), during which period no Transfer of Shares will be registered. And notice is further given that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the same place and on the same day at 11 o'clock in the forenoon, or so soon afterwards as the Ordinary General Meeting shall be concluded, when the subjoined RESOLUTION will be proposed. Should the Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a second Extraordinary Meeting which will be subsequently convened.

RESOLUTION.

"That the Capital of the Company be increased to Nine Hundred Thousand Dollars by the creation of Thirty Thousand New Shares of Ten Dollars each."

By Order,

A. H. MANCELL,

Secretary.

Hongkong, 21st May, 1904. [649]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"CEYLON,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex *S.S. Arabia*.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.....	"YANGTZE"	On 28th May.
GLASGOW and LIVERPOOL.....	"DIOMED"	On 3rd June.
GLASGOW and LIVERPOOL.....	"NESTOR"	On 11th June.
GLASGOW and LIVERPOOL.....	"STENTOR"	On 13th June.
GLASGOW and LIVERPOOL.....	"KINTUCK"	On 17th June.
GLASGOW and LIVERPOOL.....	"KEEMUN"	On 25th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP.....	"ALCINOUS"	On 24th May.
LONDON & ANTWERP.....	"DEUCALION"	On 7th June.
GENOA, MARSEILLES & L'POOL.....	"TEENKAI"	On 20th June.
LONDON & ANTWERP.....	"AGAMEMNON"	On 21st June.
LONDON & ANTWERP.....	"YANGTZE"	On 5th July.
LONDON & ANTWERP.....	"KINTUCK"	On 19th July.
GENOA, MARSEILLES & L'POOL.....	"KEEMUN"	On 25th July.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"STENTOR"	On 15th June.

S.S. "NINGCHOW" left Victoria, B.C., for Japan and Hongkong on 14th inst.
For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st May, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENTSIN.....	"KANSU"	To-morrow, at Daylight.
SHANGHAI.....	"WUJUNG"	23rd May.
MANILA.....	"WONGKIANG"	25th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"CHANGSHA" *†	2nd June.
SWATOW, CHEFOO and TIENTSIN.....	"CHIHLEI"	4th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st May, 1904.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond	MANILA (DIRECT).....	SATURDAY, 28th May, at 10 A.M.
ZAFIRO.....	2540	R. Rodger	"	SATURDAY, 4th June, at 10 A.M.
PERLA.....	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st May, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA".....	5,198	Schmidt	June 14th, 1904.
"NUMANTIA".....	4,370	"	July 14th, "
"NICOMEDIA".....	4,370	Wagner	August 14th, "
"ARABIA".....	4,483	Bable	September 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M. on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
F.A.R.—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5;
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARE—At the Western end of Wing Lok
Street.
The Steamship runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Capt. Wm. Robinson, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.
1st Class.....\$3.00 for Single Journey.
2nd ".....1.50
Meals.....1.00 each.
The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.

Hongkong, 16th April, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [104]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangou, leaves Hongkong for Canton
at 9 P.M. on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong the
following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN,"
Captain Noel, leaves Hongkong on MON-
DAYS, WEDNESDAYS and FRIDAYS, at
the usual hour.

These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$3.00
Second Class European.....3.00
First Class Chinese.....1.50
Second Class Chinese.....80
Deck.....30

The Company's Wharf is at the end of Queen
Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 23rd March, 1904. [122]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,300.....J. P. MARTIN.

"KWONG TUNG".....1,338.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4
Meals.....(Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [111]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as
above, on MONDAY, the 23rd inst., at 4 P.M.

This Steamer has Superior Accommodation
for First Class Passengers, and is fitted through-
out with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 18th May, 1904. [629]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the
above Ports, on THURSDAY, the 26th inst., at
3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 20th May, 1904. [631]

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"RAS. ISSA"

will be despatched for the above Port, on
or about TUESDAY, the 31st May.

For Freight, apply to

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 19th May, 1904. [556]

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SATSUMA".....3rd June.

"RICHMOND CASTLE".....15th "

"ST. FILLANS".....30th "

"LOWTHER CASTLE".....31st July.

For Freight and further Information, apply
to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 19th May, 1904.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China
Also widely circulated in Japan, Cochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—	
3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBBER DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 24th May, 100 cts. per 5 Mts.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa b	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	14
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjoin—Ngau Lau	26
" Sausages—Ngau Yuk Chaung	16
Bullock's Brains—" Know..... per set	8
" Tongue fresh—Ngau Li..... each	45
" " corned—Ham Ngau Li.....	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin.....	14
" Feet—Ngau Kerk..... each	8
" Kidneys—Ngau Yiu.....	16
" Tail—Ngau Mei	9
" Liver—Ngau Con	10
" Tripe (undressed)—Ngau To.....	5
Calves' Head and Feet—Ngau-chai- tau-keok.....set	75
Mutton Chop—Yeung Pai Kw.....	25
" Leg—Yeung Pei	25
" Shoulder—Yeung Shau	22
Pigs' Chittlings—Chi cheong	7
" Brains—Chi Know.....per set	12
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	13
" Heart—Chi Sum	13
" Kidneys—Chi Yiu.....pair	18
" Liver—Chi Kon	20
Pork, Chop—Chi Pai Kwat	18
" Corned—Ham Chu Yuk	18
" Leg—Chu Pei	22
" Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau	50
" Keok	6
" Heart—Yeung Sum.....each	6
" Kidneys—Yeung Yiu	9
" Liver—Yeung Con.....lb	20
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	20
Veal—Ngau Chai Yuk	15
" Sausages—Ngau Chai Yuk Tong,	15

POULTRY.

Chicken—Kai Chai	30
Capons, Large, Small—Sin Kai	31
Ducks—Ap	22
Doves—Pan Kau	—
Eggs, Hen—Kai Tan.....per doz.	22
Fowls, Canton—Kai	34
" Hainan—Hoi Nam Kai	29
Geese—Ngai	20
Geese, Wild Shanghai—Sheung Hoi Ye	—
Ngo	—
Musk Deer—Wong Keng	—
Hare—Tu Chai	—
Partridge—Che Khoo	—
Pheasant—Shan Kai.....pair	—
Pigeons, Canton—Pak Kup	36
" Hoihow—Hoihow Pak Kup	30
Quail—Um-Chun	25
Rice Birds—Wo Fa Cheuk.....dozen	—
Snipe—Sa Chui	—
Turkeys, Cock—Fo Kai Kung	70
" Hen—" Na	55
Wild Ducks, Shanghai, Sui-ap	—
Teal, Shanghai, Sui Ap Chai.....each	—
Wild Ducks Canton—Sang Shing Sui	—
Apea.....per pair	—

FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	10
Carp—Li Yu	18
Catfish—Chik Yu	11
Codfish—Mun Yu	14
Crabs—Hoi	16
Cuttle Fish—Muk Yu	13
Dab—Sa Mang Yu	16
Dog—Wong Mei Lun	12
Dace Fish—Tit Tu Sa	8
Eels, Congor—Hoi Man Yu	16
" Fresh water—Tam Sui Yu	13
" Yellow—Wong Sin	24
Frogs—Tien Kai	32
Garoupa—Sek Pan	60
Gudgeon—Pak Kup Yu	12
Herrings—Tso Pak	28
Halibut—Cheung Kwan Yu	22
Labrus—Wong Fa Yu	18
Loach—Wu Yu	11
Lobsters—Lung He	26
Mackerel—Chi Yu	24
Monk Fish—Mon Yu	24
Mullet—Chai Yu	22
Oysters—Sang Hoo	18
Parrotfish—Kai Kung Yu	14
Perch—Tau Loo	15
Pike—Fa Paw Poong	11
Plaice—Pan Yu	16
Pomfret, Black—Hak Chong	21
Pomfret, White—Pak Chong	23

Prawns—Ming Ha.....	32
Ray—Pei Pa Sa	8
Rock Fish—Sek Kau Kung	15
Roach—Chun Yu	12
Salmon, (Cton), fresh water—Ma Yau Yu.....	28
Shark—Sa Yu	11
Skate—Po Yu	10
Shrimps—Ha	24
Snapper—Lap Yu	22
Soles—Tai Sa Yu	25
Tench—Wan Yu	15
Turbot—Cho How Yu	16
Turtles, small, fresh water—Keok Yu.....	60
White Bait—Ngau Yu Chai	—

FRUITS.

Almond

Shipping.

Arrivals.

Wongkoi, Ger. s.s., 1,200, F. Bruhn, 20th May, —Bangkok 10th May, and, Kohsichang 14th, Rice and Timber.—B. & S.

Borg, Norw. s.s., 728, N. C. Mathisen, 20th May.—Bangkok 13th May, Rice and Timber.—Ming Chuen.

Ras Dam, Br. s.s., 2,495, J. M. Cambridge, 20th May.—Barry and South Wales 19th Mar., Coal.—Order.

Marie Jebben, Ger. s.s., 1,771, H. Bendixen, 21st May.—Java Ports 11th May, Sugar, J. & Co.

Hohnstein, Ger. s.s., 1,275, H. Hamer, 21st May.—Emden 31st Mar., Coal.—B. & C.

Kwangle, Ch. s.s., 2,000, Lincoln, 21st May.—Canton 20th May, Gen.—C. M. S. N. Co.

Taiwan, Br. s.s., 1,107, H. Harder, 21st May.—Canton 20th May, Gen.—B. & S.

Winsionsen, Am. battleship, 12,000, Clover, 21st May.—Manila 19th May.

Triumph, Ger. s.s., 679, A. Hansen, 21st May.—Poochoo via Amoy and Swatow 20th May, Gen.—J. & Co.

Agamemnon, Br. s.s., 4,461, R. Day, 21st May.—Kobe 15th May, Gen.—B. & S.

Taiping, Ch. s.s., 1,374, F. Brissard, 21st May.—Canton 21st May, Gen.—Kwoi g Man Wo.

Tiger, Ger. gunboat, 600, Dainling, 21st May.—Pakhoi 20th May.

Ceylon, Br. s.s., 2,637, C. F. Lockstone, 21st May.—London 19th April, and Singapore 16th May, Gen.—P. & O. S. N. Co.

Clearances at the Harbour Office.

Hongkong, for West River.

Hoi Ho, for Canton.

Lintan, for West River.

Wingchei, for Macao.

Wongkoi, for Bangkok.

Departures.

Chusan, for Europe.

Tartar, for Vancouver.

Dardanus, for Shanghai.

Hijung, for Shanghai.

China, for Saigon.

Leongmoon, for Canton.

Kowloon, for Shanghai.

Taiwan, for Shanghai.

Carl Diederichsen, for Hoihow.

Declin, for Cheloo.

Margus Baquhem, for Singapore.

Kantu, for Swatow.

Chusan, for Singapore.

Wathora, for Amoy.

Wongkoi, for Bangkok.

Tungching, for Canton.

Passengers.

Per Wongkoi, from Bangkok, K. C.—Mr. and Mrs. E. Deceemeter, Mr. and Mrs. Robinson Barnett, and 23 Chinese.

Per Agamemnon, from Koh—67 Chinese.

Per Triumph, from Coast Ports—Messrs. Freear, Vandeleit, and 166 Chinese.

Per Ceylon, from London—Mrs. and Miss Crowther and Mr. K. Hansean.

Passengers departed.

Per Tartar, for Vancouver, K. C.—Messrs. K. Charrington, V. Muller, I. I. McGuigan, Judge E. C. Smith, Miss M. I. Smith, Mr. H. O'Neil, Mr. and Mrs. W. W. Rodwell, Messrs. Figue, W. Hayland Wilson, J. Bourke, C. G. Gordon, C. G. Macdonald, Lieut. A. H. de Kanton, Messrs. A. Gale, H. M. Wilmont, Mr. and Mrs. I. Lecacheux and child, Messrs. G. P. Ross, B. Hempel, C. C. Karanjia, D. J. Peligara, Lieut. K. M. MacKenzie Grieve, R. N. Messrs. H. Mandl, Chwang, Labasner, J. W. Jenks, A. C. Durand, Sz and 15ing.

Shipping Report.

Str. Ras Darn from Barry—Encountered head wind whole passage.

Hongkong & Whampoa Dock Returns.

U.S.S. Monterey..... at Kowloon Dock.

H.M.S. Hart..... " " "

Admiral..... " " "

Fatshan..... " " "

Yat Shing..... " " "

U.S.S. Wisconsin..... " " "

H.M.S. Sirius..... Cosmopolitan "

Ships Passed The Canal.

Outward—9th April—Plantmar, Titanic, Segovia, 13th April—Schuykill, 16th April—Indramayo, Teanki, 20th April—Vindobona, Heindal, 23rd April—Union, Nürnberg, 26th April—Border Knight, 27th April—Flinshire, 29th April—Jova, Canala, Armand Bekle, 3rd May—Ambria, Prinsesse Marie, St. Kilda, Taurus, Zlela, 6th May—Helene Rickmers, Glenfarg, Tukwa, 10th May—Louthier Castle, Benarty, Alcia, 14th May—Naylor, Slator, Sardinia, Anamba, 17th May—Maroon, Denbighshire, Castus, Kenner, Main, Ventador.

Homeward—9th April—Roan, 13th April—Socotra, 3rd May—Albanga, Pak Lrg, 6th May—Dionad, 10th May—Silista, (Aus.) Sambla, 14th May—Machan, Malacca, Hansberg, Salasia.

Arrivals at Home—9th April—Palermo 15th April—C. Fard, Laiser, Keemun, 16th April—Radnorshire, 20th April—Oanfa, Moynna, 23rd April—Gisela, Sydney, 26th April—Macduff, 29th April—Sagami, Glauco, 3rd May—Glendon, Palus, Roanoke, Afax, Silkonis, Armand Bekle, 4th May—Borneo, 6th May—Preusim, 10th May—Kontsberg, 14th May—Bambere, Rhtpus.

Vessels in Port.

Adana, Br. s.s., 2,172, J. S. Fowler, 16th May, —Penarth 1st April, Coal.—Admiralty.

Binh-Thuan, Fr. s.s., 983, Ribault Lagasne, 16th May.—Saigon 10th May, Rice—flour, B. & Co.

Calliope, Br. s.s., 2,498, Carter, 13th May.—Kutchinolu 8th May, Coals.—D. & Co., Ltd.

Chenshan, Br. s.s., 1,281, F. B. S. Lawlor, 19th May.—Bangkok 12th May, Rice.—B. & C.

Edendale, Br. s.s., 717, J. Moss, 19th May.—Sourabaya 8th May, Sugar.—Master.

Frithjof, Nor. s.s., 891, Haraldsen, 18th May.—Tamsui and Swatow 15th May, Ballast—O. S. K.

Good Hope, Br. s.s., 2,575, J. Harding, 9th May.—Barry 2nd Mar., Coal.—G. L. & Co.

Ikal, Br. s.s., 3,490, Jennings, 18th May.—Cape Town 13th April, Mauritius and Singapore 13th May, Ballast.—G. L. & Co.

Indrapura, Br. s.s., 3,153, J. T. Horne, 16th May.—Portland, Or. 8th April, Gen.—P. & A. S. S. Co.

Isle de Negros, Am. s.s., 200, Laritigen, 7th April.—Manila 3rd April, Ballast.—B. & Co.

Johanne, Ger. s.s., 952, Ipland, 20th May.—Bangkok 13th May, Rice.—J. & Co.

Korea, Am. s.s., 5,651, Wm. B. Seabury, 16th May.—San Francisco 16th April, and Shanghai 14th May, Mails and Gen.—P. M. S. S. Co.

Laertes, Br. s.s., 1,362, J. B. Jackson, 17th May.—Saigon 12th May, Rice and Rice-Meal—Chinese.

Lightning, Br. s.s., 2,122, J. G. Spence, 18th May.—Calcutta 30th April, Penang and Singapore 12th May, Gen.—D. S. & Co., Ltd.

Loksang, Br. s.s., 978, Wheeler, 18th May.—Bangkok 11th May, Rice.—J. M. & Co.

Loongsang, Br. s.s., 1,091, G. S. Weigall, 20th May.—Manila 17th May, Gen.—J. M. & Co.

Mathilda, Nor. s.s., 2,230, H. Taarvig, 4th May.—Moj 28th April, Coals and Cement.—M. B. K.

Mausang, Br. s.s., 1,644, S. J. Payne, 13th May.—Sandakan (Borneo) 8th May, Timber and Gen.—J. M. & Co.

Ness, Br. s.s., 1,650, W. Pearl, 18th May.—Moj 12th May, Coal.—B. & Co.

Phrangang, Ger. s.s., 1,027, F. Mangelsdorff, 16th May.—Bangkok 10th May, Rice.—B. & S.

Prometheus, Nor. s.s., 1,024, H. Lersbygen, 20th May.—Bangkok 13th May, Rice.—S. W. & Co.

Queensland, Br. s.s., 2,475, Gray, 20th May.—Barry 1st April, and Singapore 12th May, Coal.—Master.

Samsen, Ger. s.s., 998, Fr. Rehwaldt, 20th May.—Bangkok (Koh-sichang) 14th May, Rice.—M. & Co.

Sand, Br. s.s., 1,409, Ramsey, 16th May.—Cardiff 25th May, Coal.—Order.

Scythia, Br. s.s., 2,262, Pape, 14th May.—Moj 8th May, Coal.—B. & Co.

Sungkiang, Br. s.s., 1,021, J. Robinson, 15th May.—Manila 12th May, Timber and Gen.—B. & S.

Tjinhai, Dut. s.s., 1,476, N. W. Jurriens, 18th May.—Macassar 10th May, Gen.—H. J. T. Co.

Sailing Vessels.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May.—New York 10th Dec., 1903, Case Oil.—S. O. Co.

Maria Le, Ital. bq., 1,118, D. Ursi, 9th April.—Freemantle 7th Feb., Sandalwood.—Order.

Steamers Expected.

Vessels	From	Agents	Date
Vindobona	Singapore, S. W. & Co.	May 22	
Kumang	Singapore, J. M. & Co.	May 23	
Gaelic	Shanghai, P. M. & Co.	May 23	
Rubi	Manila, S. T. & Co.	May 23	
Emp. of China	Shanghai, P. R. Co.	May 24	
Bayern	Shanghai, M. & Co.	May 24	
Nürnberg	Singapore, H. A. & Co.	May 24	
Zeiten	Manila, J. M. & Co.	May 25	
Chilimayo	Tientsin, B. & S.	May 29	
Mongolia	San Francisco, P. M. Co.	June 4	
Capri	Bombay, C. & Co.	June 4	
Indragambin	Portland, P. & A. Co.	June 6	
Chingtu	Sydney, B. & S.	June 11	

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory—

On the 21st at 11.25 a.m. The barometer has risen in N. Japan, and fallen throughout China; but particularly in the Yangtze valley. It is stationary in the Philippines.

The depression mentioned on the 19th at 11.25, has moved eastward and is now situated in the Yellow Sea, westward of Kiusiu.

Gradients are slight on China Coast and moderate W. to SW. winds will be experienced in the Formosa Channel, and moderate S. to SW. winds in the northern part of the China Sea.

Forecast:—Light S. winds, fine.

	May 20 at 10 a.m.	May 20 at 4 p.m.	May 21 at 4 p.m.
Barometer	29.90	29.81	29.81
Temperature	79	80	80
Humidity	76	68	68
Rainfall	—	—	—

CHINA COAST METEOROLOGICAL REGISTER.

May 20th, 1904, a.m.

	Bar.	Th.	Hu.	Wind	Wv.
Vladivostok	7 a.m.	—	—	—	—
Nemuro	6 a.m.	29.61	—	SW	8
Hakodate	29.73	—	SW	4	—
Tokio	29.90	—	W	2	—
Kochi	29.87	—	NW	0	—
Nagasaki	29.95	—	—	—	—
Kagoshima	29.91	—	—	—	—
Oshima	29.80	—	N	2	—
Naha	29.70	—	NE	6	—
Ishigakijima	29.77	—	N	6	—
Taihu	29.86	—	S	2	—
Taihu	29.81	—	—	—	—
Tainan	29.82	—	N	2	—
Koshun	29.82	—	NE	4	—
Pescadore	29.82	—	NE	6	—
Whaiwei	9 a.m.	29.95	68	E	1
Gutzlaff	29.88	65	89	SE	3
Sharp Peak	29.86	72	93	NE	1
Amoy	6.30 a.m.	29.91	70	57	—
Swatow	29.86	72	93	NE	1
Canton	10 a.m.	29.90	79	76	E
Hongkong	29.84	82	72	W	1
Victoria Peak	29.84	82	72	W	1
Gap Rock	29.84	82	72	W	1
Macao	29.87	83	—	ESE	1
Haiphong	29.84	87	71	W	1
Manila	29.84	87	71	W	1
Barolod	9 a.m.	29.85	85	SW	2
Oshima	29.85	84	—	—	—
Cebu	29.87	85	—	—	—
C. St. James	10 a.m.	—	—	—	—

May 21st, 1904, a.m.

	Bar.	Th.	Hu.	Wind	Wv.
Vladivostok	7 a.m.	—	—	—	—
Nemuro	6 a.m.	29.80	—	S	4
Hakodate	29.81	—	—	—	—
Tokio	29.74	—	NW	4	—
Kochi	29.87	—	NE	2	—
Nagasaki	29.83	—	—	—	—
Kagoshima	29.79	—	E	4	—
Oshima	29.73	—	NE	2	—
Naha	29.74	—	N	6	—
Ishigakijima	29.77	—	N	2	—
Taihu	29.80	—	SE	2	—
Taihu	29.82	—	—	—	—
Tainan	29.81	—	SW	2	—
Koshun	29.81	—	—	—	—
Pescadore	29.80	—	—	—	—
Whaiwei	9 a.m.	30.02	68	SE	1
Gutzlaff	29.65	70	85	NW	2
Sharp Peak	29.77	75	81	—	—
Amoy	6.30 a.m.	29.87	73	86	—
Swatow	29.87	73	86	—	—
Canton	10 a.m.	29.84	82	72	W
Hongkong	29.84	82	72	W	1
Victoria Peak	29.84	82	72	W	1
Gap Rock	29.84	82	72	W	1
Macao	29.81	84	—	SSE	1
Haiphong	29.81	84	—	SSE	1
Manila	29.81	84	—	—	—
Barolod	9 a.m.	29.85	85	NW	3
Oshima	29.85	85	—	W	1
Cebu	29.87	86	—	S	1
C. St. James	10 a.m.	—	—	—	—

TO-MORROW.

St. John's Cathedral, Hongkong.

The following will be the order of service to-morrow:—

Holy Communion 7.30 a.m., Matins 11 a.m., Responses: Tallis, Venite: Goodson, Proper, Psalms: XLVIII. (Cooke); LXVIII. (Crotch and Cooke); Te Deum: Lawes, Cooke, and Hopkins, Benedictus: Turle in F, Anthem: "God is a Spirit"—Bennett.

Holy Communion 12 noon. Kyrie: Stainer in E, flat, Hymns: 155 and 156.

Evensong 5.45 p.m., Responses: Tallis, Proper Psalms: CIV. (Smart and Turton); CXLV. (Cooke) Magnificat: Elvey in E, Nunc Dimittis: Garrett in D, Anthem: "Come, Holy Ghost" Attwood, Hymns: 154 and 152, Stainer's "Amen."

St. Peter's Seamen's Church.

Queen's Road West.

Whit Sunday.

Holy Communion 7.30 a.m.

Matins 11 a.m., Venite, Smart; Te Deum, Gregory; Benedictus, Smart; Hymns, 157, 169, 154 and 170. Kyrie.

Evensong 6.30 p.m., Magnificat, Turle; Nunc, Jones; Hymns, 158, 168, 159 and 206.

Holy Communion 7.45 p.m.

The Church launch Dayspring will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m., (Kowloon Police Pier, 10.30 and 6 p.m.); returning afterwards. The Answering Penant is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.

Sunday school 10 to 10.45 a.m.

Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.

German Bethesda Chapel, West Point—Morning Service, 11 a.m.

St. Francis' Church, Wanchai—Mass (Chin.) 6 a.m., (Port.) 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass, 8 a.m.

Woolseyan Garrison and Naval Church Wanchai—Sunday 10.15 a.m., Sunday p.m., Sunday, School and men's Bible Class Sunday 6 p.m. Thursday 7.30 p.m., Bible Class.

Union Church—Services, 11 a.m., and 6 p.m.

Post Office.

A Mail will close for:—

Canton—Per Kinsan, 22nd May, 9 a.m.

Namiao—Per Taichun, 22nd May, 9 a.m.

Sanbue—Per Hoi Fu, 22nd May, 9 a.m.

Macao—Per Wingchai, 22nd May, 9 a.m.

Kongmoon, Kumchuk and Samshui—Per Lintan, 22nd May, 9 a.m.

Canton—Per Hankow, 23rd May, 7.30 a.m.

Namiao—Per Taichun, 23rd May, 9 a.m.

Sanbue—Per Hoi Fu, 23rd May, 9 a.m.

Macao—Per Wingchai, 23rd May, 9 a.m.

Macao—Per Heungshan, 23rd May, 9 a.m.

Kongmoon, Kumchuk and Samshui—Per Tak Hing, 23rd May, 9 a.m.

Canton—Per Hankow, 23rd May, 9 a.m.

Wonsung—Per Indrapura, 22nd May, 9 a.m.

Shanghai—Per Hangsang, 23rd May, 9 a.m.

Shanghai—Per Wosung, 23rd May, 9 a.m.

Manila—Per Loongsang, 23rd May, 9 a.m.

Swatow, Singapore and Bangkok—Per Keongwai, 23rd May, 9 a.m.

Canton—Per Kinsan, 24th May, 7.30 a.m.

Canton—Per Fatsan, 24th May, 7.30 a.m.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Korea, 24th May, 9 a.m.

Kongmoon, Kumchuk and Samshui—Per Lintan, 24th May, 9 a.m.

Namiao—Per Taichun, 24th May, 9 a.m.

Sanbue—Per Hoi Fu, 24th May, 9 a.m.

Macao—Per Wingchai, 24th May, 9 a.m.

Moji, Kobe and Yokohama—Per Tjinhai, 24th May, 9 a.m.

Canton—Per Powan, 25th May, 7.30 a.m.

Europe, India, via Tutuora—Per Bayern, 25th May, 11 a.m.

Macao—Per Heungshan, 25th May, 1.15 p.m.

Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma—Per Shawmut, 25th May, 2 p.m.

Shanghai—Per Loongsang, 25th May, 2 p.m.

Manila—Per Sunghang, 25th May, 3 p.m.

Kongmoon, Kumchuk and Samshui—Per Tak Hing, 25th May, 5 p.m.

Namiao—Per Taichun, 25th May, 5 p.m.

Sanbue—Per Hoi Fu, 25th May, 5 p.m.

Macao—Per Wingchai, 25th May, 5 p.m.

Canton—Per Hanam, 25th May, 5 p.m.

Straits and Calcutta—Per Lightning, 26th May, 2 p.m.

Singapore—Per Omsang, 26th May, 2 p.m.

Amoy, Straits and Rangoon—Per Pantakota, 26th May, 2 p.m.

Manila—Per Rubi, 28th May, 9 a.m.

Europe, India, via Tutuora—Per Ernest Simons, 31st May, 11 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 1st June, 11 a.m.

Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Changshan, 2nd June, 3 p.m.

Manila—Per Zafiro, 4th June, 9 a.m.

Europe, India, via Tutuora—Per Simla, 4th June, 11 a.m.

Swatow, Cheloo and Tientsin—Per Chihli, 4th June, 3 p.m.

VISITORS AT THE HOTELS.

PEAK.

Allis, F. B.

Beattie, J. M.

Beattie, M. P.

Benson, Mr. & Mrs.

Bunny, Lieut. Col. F. W.

Bunny, Miss

Brown, Col. L. F.

Chapman, A.

Ehlerder, Capt.

French, Major G. A.

Grant, R.N., Eng. Lieut.

Hudig, D.

Hudig, Major

Hamilton, J. E.

Hammer, Mr.

Hardy, R.N., Comm.

Hays, I.

Hewitt, F. T. B.

Holbrow, Mr.

Jeffery, Mrs.

Jeffery, H. W.

King, Mr.

Krusse, Geo.

Lee, J. B.

Low, D. R.

Malke, Mr.

Martin, R.

McDermott, A. P. B.

Moxon, Mr. and Mrs.

Herbert.

Nathan, Mr. and Mrs.

Paxton, Mr.

Perry, F.

Pollock, H. E.

Post, N.

Prince, Mr.

Reid, T. H.

Rice, P. J.

Sawyer, Mrs. W. E.

Shortridge, Mr. & Mrs.

Skelton, Mr.

Skelton, Mrs.

Smith, A. Findlay

Smith, C. W.

Spalckhaver, W. O. C.

Stevenson, D.

Sternberg, F.

Stokes, Mr.

Uffel, W. von

Watkins, R.E., Capt.

Watson, Mr. and Mrs.

Watson, Comdr. and Mrs.

Wenborn, S. T.

White, Dr. and Mrs.

Wood, Mr.

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLUMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 31st May, 1904, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain G. Bourdon, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLUMBO with the Australian Line S.S. *Caledonia* bound for MARSEILLES and BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 30th May, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 19th May, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TUG-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Shawmut</i>	9,600	W. M. Smith	May 27
<i>Trenton</i>	9,600	T. W. Garlick	June 28
<i>Lyra</i>	4,417	G. V. Williams	Aug. 4
<i>Shawmut</i>	9,600	W. M. Smith	Sept. 1
<i>Trenton</i>	9,600	T. W. Garlick	Oct. 1

3 P.M. Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Trenton..... 9,600 T. W. Garlick. Ab. June 8
Shawmut..... 9,600 W. M. Smith. Ab. Aug. 12

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Trenton* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings.

Hongkong, 19th May, 1904.

Antimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD.

Watson's Building.

"Sanitas"
IS AN
Unequalled
Purifying Agent
AND IS
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and, administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder

is the best air purifier known, and a strong antiseptic and deodorant than carbolic acid. Besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

is specially recommended by the medical faculty for use in hot climates, because of its disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles

supply the safest and most convenient means of fumigating. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO. LTD.

BETHNAL GREEN, LONDON, E.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Britannia* and *Marmora*.

From Australia, ex S.S. *China*.From Calcutta, ex S.S. *Sumatra*.

From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co's Steamers.

From Cutchin China, ex S.S. *Fultaia*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 19th May, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"TIENTSIN,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 23rd instant at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 17th May, 1904.

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Dordogne* and *Strait*, from Havre, ex s.s. *Strait*, from Bordeaux, ex s.s. *Ville de Marseille* and *Ville de Lorient*, in connection with above steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 16th May, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 23rd May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd May, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 23rd May, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 16th May, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"KOREA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by WEDNESDAY, the 18th instant, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN,

Agent.

Hongkong, 16th May, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8 = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$665 buyers
National Bank of China, Limited	4,453	£10	£8	\$250,000		£2 (London 3/6) for 1903	5 1/2 %	London £65 5/- \$38 buyers \$10
Do. (Founders)	730	£1	£1	\$175,533	\$21,668	None		
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$550 sellers
China Trade Insurance Company, Limited	24,000	\$83.33	\$15	\$569,143	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$60 sellers
North China Insurance Company, Limited	10,000	£15	£5	\$331,312	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 65 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$186,284	\$12 for 1902	9 1/2 %	\$125 buyers
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,300,000	\$110,551	\$15 for 1902	7 1/2 %	\$210 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$85
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000	\$41,538	\$1 1/2 for second half-year 1903	10 %	\$31 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$533,000	£5,380	10/- for 1902	5 1/2 %	\$111 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$149,400	Dr. \$63,123	\$5 for 1900		\$22 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$358 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$71,815	\$337	\$1.20 for year ending 30.4.03	3 1/2 %	\$32 buyers
	10,000	\$10	\$5	\$37,750		{60 cts.}	2 1/2 %	\$2 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000	\$33,648	\$5 for 2nd 1-year making \$13 for 1903	9 1/2 %	\$155
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$21,475	£19,555	Interim of 1/- (Coupon No. 4) for 1903	3 1/2 %	26/6 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$18,000	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$100,000	Tls. 55,541	Final of {Tls. 2 making Tls. 4 making Tls. 1 1/2 making Tls. 3 1/2}	9 1/2 %	Tls. 48 sales Tls. 47 sales
Do. (Preference)	100,000			none			7 1/2 %	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$145
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 51 buyers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{Fcs. 251,337 Fcs. 1,529,532}	Fcs. 85,706	Interim of Fcs. 30 for 1903		\$500
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$7
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 7 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	{ \$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$212 buyers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half-year ending 31.10.03	7 1/2 %	Tls. 150 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,450,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$245 sales
Riley Harbours & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,926	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$195 buyers
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	{ \$7 dividend	6 1/2 %	\$110
Howarth & Kinsley, Limited	12,000	\$100	\$100	\$50,889	\$28,015	\$10 div. & \$2 1/2 bonus for 1903	6 1/2 %	\$105 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$250,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$112 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 59,913	Tls. 1,760	Tls. 18 for 1903	6 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$1 1/2 for 1903	4 1/2 %	\$30 ex div.
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$159 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000	Tls. 37,634	{ Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 108 buyers
Tientsin Land Investment Company, Limited	7,720	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	\$636	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	4 1/2 %	\$35 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3 0 for 1903	6 %	\$57 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$138 sellers
Astor House Hotel, Limited (Tientsin)	2,000	F.Tls. 50	F.Tls. 50	\$10,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 146 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$25,000	Tls. 655	\$2 1/2 for year ended 30.6.30	7 1/2 %	Tls. 55
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804	Tls. 1,496	Tls. 1 1/2 for the year ending 31.3.1903	10 1/2 %	Tls. 14 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	\$1,989	First year		Tls. 25
Tientsin Hotel, Limited	600	\$30	\$30	none	Tls. 2,132	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	\$99,177	Interim of Tls. 3 1/2		Tls. 50
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607		90 cents for 1903	7 1/2 %	\$122 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11			
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,014	Interim of 3 % a/c 1898	12 1/2 %	Tls. 31
Lao-kung-now Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 25 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	Tls. 5,618	Tls. 26,389	Interim of 4 % for 1897		Tls. 324 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the year ending 31.7.03	6 1/2 %	\$144 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 1,091	Final of Tls. 3 making Tls. 6	10 %	Tls. 60 sales
Alhambra, Limited	300	\$200	\$200	Tls. 25,000		\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10	\$43,000	\$57	First year		\$10
MISCELLANEOUS.								
Green Island Cement Company, Limited	102,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 1/2 %	\$272 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$3,077	Interim of 50 cents for 1903	6 1/2 %	\$141 sellers
Watkins, Limited	10,000	\$10	\$10	\$25,000	\$1,042	\$1 for 1903	13 1/2 %	\$74 buyers
Singapore Dispensary, Limited	7,000	\$50	\$50	\$1,802	\$880	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,71	80 cents for 1903	9 %	\$9 sales
Hongkong Electric Company, Limited	30,000	\$0	\$5	none	\$3,413	{ 90 cents for year ending 30.4.1903	6 1/2 %	\$134 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,815	£7,387	{ 45 cents for year ending 30.4.1903	6 %	\$74 buyers
Shanghai Gas Company, Limited	10,616	Tls. 50	Tls. 50	Tls. 29,000	Tls. 7,548	{ Final div. and 2/- bonus for 1902		\$150 buyers
Shanghai Waterworks Company, Limited	7,000	£20	£20	Tls. 108,175	Tls. 7,548	{ Final of Tls. 2 1/2 and bonus of Tls. 1 1/2 making Tls. 4 1/2 for 1903	7 1/2 %	Tls. 115 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 1,000	Tls. 7,369	Final of 37/6 making 52/6 for 1903	8 %	Tls. 285 sales
Tient in Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 667	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	T. Tls. 140 sales T. Tls. 130sellers
Hall & Holz, Limited	21,000	\$20	\$20	\$186,000	\$1,104	Final of \$ 4 making \$2 1/2 for 1903	12 1/2 %	\$281 sales
La e, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,482	Final of \$7 making \$2 1/2 for year end. 29.2.04	10 %	\$120 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 %	\$120
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$48 sellers
Hongkong Ice Company Limited	5,000	\$25	\$25	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	7 1/2 %	\$124 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	\$7,400	\$7 1/2 for second half year 1903	7 1/2 %	\$120 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$300,000	\$1,283	\$20 for year ending 30.11.1903	2 1/2 %	\$340 sales
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$1,020	\$ 4 for year ending 31.7.1903	8 1/2 %	\$143 buyers
Campbell, Moore & Co., Limited	1,200	\$0	\$10	\$55,000	\$56	\$3 for 1903	8 %	\$37
Bell's Asbestos East-ern Agency, Limited	8,664	12/6	12/6	none	\$100	None		\$5 sellers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	none	\$119	{ 90 cents } for year ended 31.5.1903	6 1/2 %	\$104 buyers
Do. (Founders)	100	\$10	\$10	\$14,000			14 1/2 %	\$210 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	Tls. 51,548	Interim of 70 cents	18 1/2 %	\$161 buyers
China Light and Power Company, Limited	15,000	\$10	\$10	none	Dr. \$7,053	None		\$5 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	10 %	\$104 buyers
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 3,469	Tls. 27,187	First quarterly dividend of Tls. 10.1904	13 %	Tls. 300 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 1/2 %	T. Tls. 71 sellers T. Tls. 115 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1903	9 %	
Central Stores, Limited	6,500	\$15	\$12	\$20,000	\$1,253	Final of \$1.50 making \$ 7.50 for 1903	13 1/2 %	\$20
Do. (Founders)	123							
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 62 sales
Katz Brothers, Limited	10,000	\$100	\$100	\$16,000		\$10 for 1902	7 1/2 %	\$135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	{ \$1 div. and 25 cents bonus for half year ended 30.9.1903	8 %	\$344 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	8 %	\$24
Maynard and Company, Limited	3,400	\$10	\$10	none		\$2 for year ended 31.10.1903	8 %	\$27
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50			First year		\$50
South China Morning Post, Limited	6,000	\$25	\$25					\$25